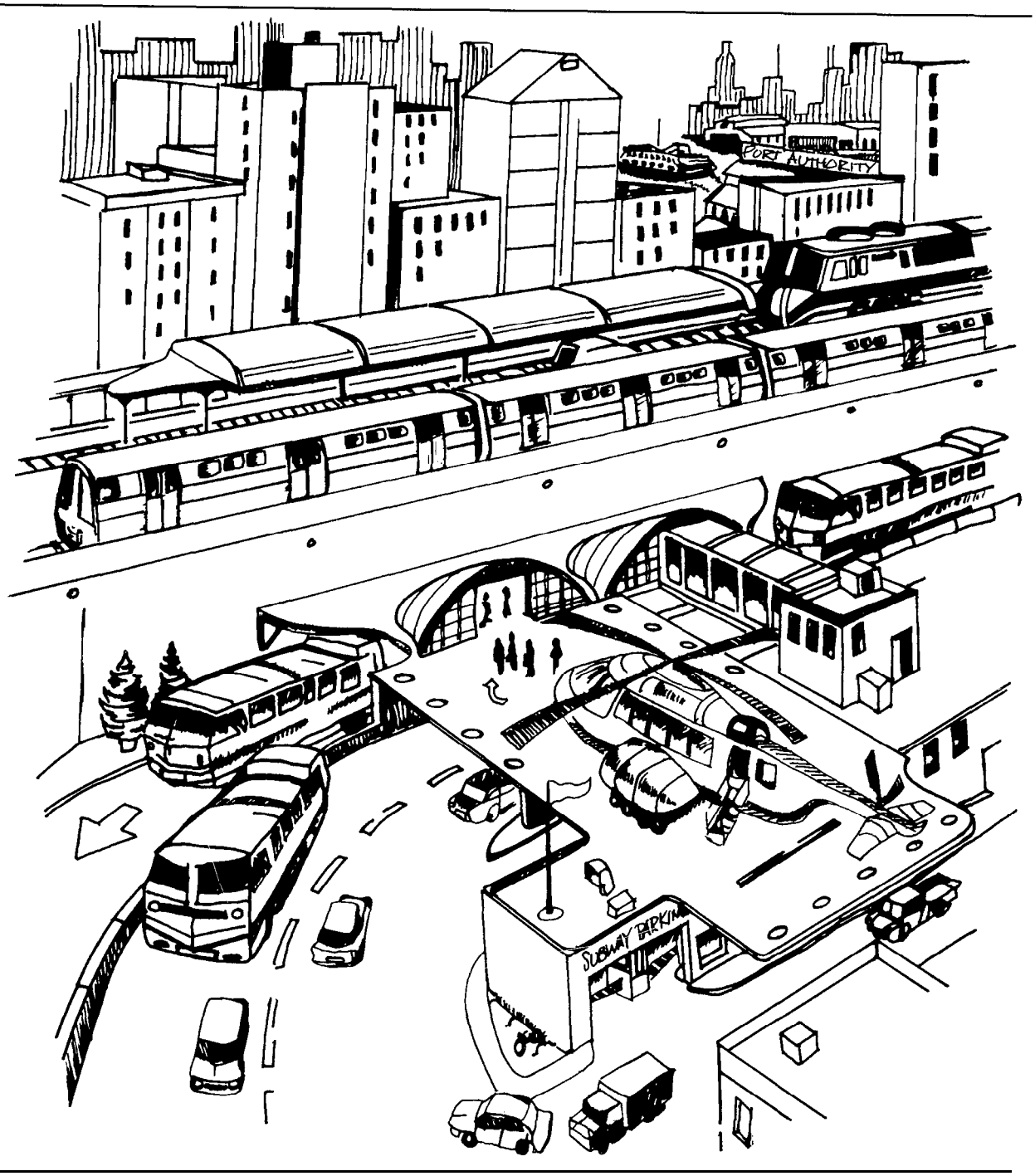
U.S. Department of Transportation

INTERMODAL PASSENGER TERMINAL FACILITIES PROJECT SUMMARIES

A COMPENDIUM OF PROPOSED, ACTIVE, AND COMPLETED INTERMODAL PASSENGER TERMINAL FACILITIES



December 1994

Prepared **by the**
U.S. Department **of Transportation**
Intermodal Terminal Committee

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PROJECT SUMMARIES

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A COMPENDIUM OF PROPOSED, ACTIVE AND COMPLETED INTERMODAL PASSENGER TERMINAL FACILITIES

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Introduction

This compendium of Intermodal Transportation Passenger Terminal Facilities provides a descriptive overview of cooperative approaches to offer improved transportation choices and connections. It includes a representative snapshot of Federally funded, proposed Federally funded, public and privately financed, and privately financed passenger intermodal facilities. The information in the descriptions was provided primarily by local sponsors or interested parties of the terminal facilities and enhanced with U.S. Department of Transportation data. The compendium was compiled in response to general public interest in terminal facility developmental activities.

This publication does not include an indepth review of all intermodal passenger facilities. However, a comprehensive listing of existing intermodal terminals (freight and passenger) is currently under development by each State in response to the Intermodal Management Systems requirement of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). We expect this comprehensive inventory to be completed by January 1, 1995 and to provide the basis for future updates.

Intermodal passenger terminals were initially funded by the U.S. Department of Transportation's Federal Transit Administration (FTA) in the 1970's. However, since the passage of the ISTEA, considerable interest has been generated throughout the country regarding construction of new facilities and rehabilitation of existing facilities to serve as intermodal terminals. The need for these terminals has been identified in locally adopted metropolitan Transportation Plans. Funding has been facilitated in Transportation Improvement Programs by local and State use of FTA and Federal Highway Administration (FHWA) formula capital including the flexible funding provisions of the ISTEA.

The projects and studies listed in this publication are presented using the Standard Federal Regional alignment except for Puerto Rico which is listed in Region 4. At the beginning of the compendium, a matrix is provided for the user listing the various transportation services available for a given project or study. In addition, a glossary of transportation terminology used throughout the compendium is located on pages 245-249.

The Intermodal Terminal Committee would like to thank the local officials, transit agencies, Metropolitan Planning Organizations, Port Authorities, State Department of Transportation officials, Amtrak officials, local Chamber of Commerce officials, private consultants and citizens, Regional Federal Transit Administration and Federal Highway Administration staff. In addition, we wish to thank staff at Headquarters of the Federal Aviation Administration, Federal Highway Administration, Federal Railroad Administration, Federal Transit Administration, and Maritime Administration for providing information and assistance to make this report possible.

Introduction

This compendium of Intermodal Transportation Passenger Terminal Facilities provides a descriptive overview of cooperative approaches to offer improved transportation choices and connections. It includes a representative snapshot of Federally funded, proposed Federally funded, public and privately financed, and privately financed passenger intermodal facilities. The information in the descriptions was provided primarily by local sponsors or interested parties of the terminal facilities and enhanced with U.S. Department of Transportation data. The compendium was compiled in response to general public interest in terminal facility developmental activities.

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The Intermodal Terminal Committee would like to thank the local officials, transit agencies, Metropolitan Planning Organizations, Port Authorities, State Department of Transportation officials, Amtrak officials, local Chamber of Commerce officials, private consultants and citizens, Regional Federal Transit Administration and Federal Highway Administration staff. In addition, we wish to thank staff at Headquarters of the Federal Aviation Administration, Federal Highway Administration, Federal Railroad Administration, Federal Transit Administration, and Maritime Administration for providing information and assistance to make this report possible.

Intermodal Passenger Terminal Facilities
Geographical Index of Modal Transportation Services

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
Albany/Rensselaer, NY *Amtrak Development Study*	○					○		○		○		○	
Albuquerque, NM *Intermodal Transportation Center*	○					○		○		○		○	
Alexandria, VA *Union Station*	○							○			○		
Ashland, KY *Transportation Center*	○					○		○					
Atlanta, GA *Multimodal Passenger Terminal Study*	○		○			○		○		○		○	

○ Project Under Study.
• Project Under Construction.
■ Project Complete.

Intermodal Passenger Terminal Facilities
Geographical Index of Modal Transportation Services

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
Albany/Rensselaer, NY *Amtrak Development Study*	○					○		○		○		○	
Albuquerque, NM *Intermodal Transportation Center*	○					○		○		○		○	
Alexandria, VA *Union Station*	○							○			○		
Ashland, KY *Transportation Center*	○					○		○					
Atlanta, GA *Multimodal Passenger Terminal Study*	○		○			○		○		○		○	

○ Project Under Study.
• Project Under Construction.
■ Project Complete.

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
Boston, MA *South Station*		•				•		•		•			
Burlington, NC *Railroad Passenger Station*	○							○					
Charlotte, NC *Uptown Transportation Center*	○							○		○			
Charlottesville, VA *Union Station*	○			○	○	○		○	○	○	○	○	○
Chicago, IL *O'Hare Intermodal Station Study*	○		○		○	○		○	○	○			
Cleveland, OH *Tower City Intermodal Transportation Hub*		■						■	■	■			
Dallas, TX *Union Station*		•		•		•		•	•		•	•	

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
Denver, CO *Denver Union Intermodal Terminal Study*	○		○					○				○	
Denver, CO *International Airport Access Study*	○		○	○		○		○				○	
Des Moines, IA *Intermodal Transportation Facility*	○					○				○			
Detroit, MI *Multimodal Transportation Center*	○				○		○				○	○	
Durham, NC *Multimodal Transportation Center*	○				○		○		○		○		

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
East Lansing, MI *Multimodal Transportation Center*	○							○		○			
Edmonds, WA *Multimodal Terminal*	○				○	○	○		○				
El Paso, TX *International Multimodal Passenger Facility*	○		○			○	○	○	○	○		○	
Emeryville, CA *Train Station*	○					○		○			○		
Erie, PA *Intermodal Complex at Bayfront Centre*	○		○	○		○	○				○	○	
Everett, WA *Transportation Center Study*	○			○	○			○		○	○	○	
Fitchburg, MA *Intermodal Facility*	○		○	○		○		○					

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
East Lansing, MI *Multimodal Transportation Center*	○							○		○			
Edmonds, WA *Multimodal Terminal*	○				○	○	○		○				
El Paso, TX *International Multimodal Passenger Facility*	○		○			○	○	○	○	○		○	
Emeryville, CA *Train Station*	○					○		○			○		
Erie, PA *Intermodal Complex at Bayfront Centre*	○		○	○		○	○				○	○	
Everett, WA *Transportation Center Study*	○			○	○			○		○	○	○	
Fitchburg, MA *Intermodal Facility*	○		○	○		○		○					

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
Greensboro, NC	○			0		0		0		○			
Multimodal Transportation Center													
Greensburg, PA	0		0			○		○			○		
Train Station													
Gulfport/Biloxi, MS	0		0			○		○		○			
Multimodal Transportation Corridor and Center Study													
Harvey, IL	0		0	0		0		0		0	0	0	0
Diversified Regional Center													
High Point, NC	0					0		0		0			
Central Station													
Hoboken, NJ	0					0	0	0			0		
Hoboken Terminal													

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
Greensboro, NC	○			0		0		0		○			
Multimodal Transportation Center													
Greensburg, PA	0		0			○		○			○		
Train Station													
Gulfport/Biloxi, MS	0		0			○		○		○			
Multimodal Transportation Corridor and Center Study													
Harvey, IL	0		0	0		0		0		0	0	0	0
Diversified Regional Center													
High Point, NC	0					0		0		0			
Central Station													
Hoboken, NJ	0					0	0	0			0		
Hoboken Terminal													

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
Lafayette, IN *Railroad Relocation Project*		●			●	●		●					
Lafayette, LA *Multimodal Terminal*	○					○		○					
Las Vegas, NM *Railroad Depot Project*	○					○		○					
Los Angeles, CA *Union Passenger Terminal*		●		●		●		●	●	●	●	●	
Memphis, TN *Central Station Intermodal Terminal*		■	■			■		■	■	■	■	■	
Meridian, MS *Transportation Center*	○		○			○		○		○	○	○	
Miami, FL *Intermodal Center*	○		○	○	○	○	○	○	○	○	○	○	

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
Milwaukee, WI *Intermodal Transportation Facility Study*	○		○	○				○	○	○		○	
Mobile, AL *Multimodal Transportation Center*	○					●				○		○	
Morrisville, PA *Transportation Center*	○					●		○					
Nashville, TN *Landport/Arena Intermodal Terminal*	○		○	●		●		○	○	○	○		
Natchez, MS *Visitor Reception and Intermodal Transportation Center*	○					●			○	○			

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
Milwaukee, WI *Intermodal Transportation Facility Study*	○		○	○				○	○	○		○	
Mobile, AL *Multimodal Transportation Center*	○					●				○		○	
Morrisville, PA *Transportation Center*	○					●		○					
Nashville, TN *Landport/Arena Intermodal Terminal*	○		○	●		●		○	○	○	○		
Natchez, MS *Visitor Reception and Intermodal Transportation Center*	○					●			○	○			

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
Oakland, CA *Intermodal Transportation Facility*		●	●	●		●	●	●			●	●	
Oceanside, CA *Transit Center*		●			●	●		●		●	●	●	●
Orlando, FL *International Drive Station*	0		0			○		○		○		○	○
Philadelphia, PA *Erie Avenue Station*	0			0		○		○	0		0		
Philadelphia, PA *30th Street Station*		■		▪		■		■	▪		▪	■	
Pittsburgh, PA *Robinson Town Centre Intermodal Station*	0		0	□		○					□		
Portland, ME *Multimodal Train Station Study*	0				○	○		○			0		

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
Oakland, CA *Intermodal Transportation Facility*		●	●	●		●	●	●			●	●	
Oceanside, CA *Transit Center*		●			●	●		●		●	●	●	●
Orlando, FL *International Drive Station*	0		0			○		○		○		○	○
Philadelphia, PA *Erie Avenue Station*	0			0		○		○	0		0		
Philadelphia, PA *30th Street Station*		■		▪		■		■	▪		▪	■	
Pittsburgh, PA *Robinson Town Centre Intermodal Station*	0		0	□		○					□		
Portland, ME *Multimodal Train Station Study*	0				○	○		○			0		

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
San Antonio, TX *Intermodal Terminal Planning and Feasibility Study*	0					0		0	0	0		0	○
San Diego, CA *Santa Fe Depot*	0					0		0	0			0	
San Francisco, CA *Ferry Terminal*	0			0		0	0		0		0	0	
San Juan, PR *Old San Juan Intermodal Terminal*	0			0		0	0		0		0	0	
Sandusky, OH *Amtrak Station*	0					0		0			0		
Santa Ana, CA *Regional Transportation Center*		■		■		■		■		■	■	■	
Santa Barbara, CA *Railroad Station*		●				●		●	●			●	

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
Seattle, WA *Intermodal Transportation Terminal*		•	•			•		•	•	•		•	
Secaucus, NJ *Rail Transfer Station*	0							0			0		
Silver Spring, MD *Intermodal Transit Center*	0		0	0	0	□		0	□	0	0	0	
South Bend, IN *Urban Intermodal Transportation Facility*	0		0		0			0		0		0	
Spokane, WA *Intermodal Facility*	0					□		0		0	0	0	
Springfield, MA *Union Station*	0		0	0				0			0		
Springfield/ Branson, MO *Intermodal Terminal Study*	0		0					0					

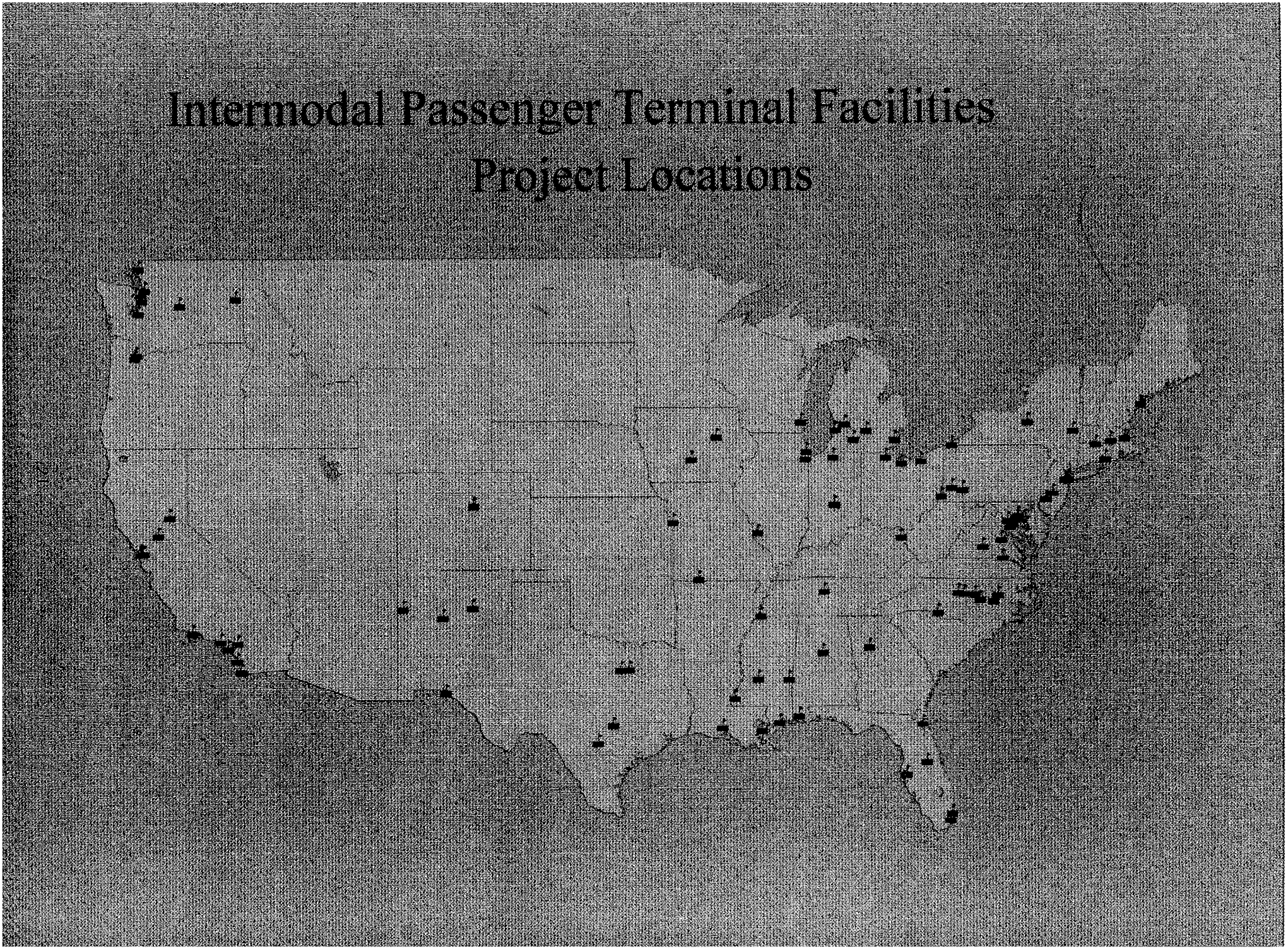
Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Van
Seattle, WA *Intermodal Transportation Terminal*		•	•			•		•	•	•		•	
Secaucus, NJ *Rail Transfer Station*	0							0			0		
Silver Spring, MD *Intermodal Transit Center*	0		0	0	0	□		0	□	0	0	0	
South Bend, IN *Urban Intermodal Transportation Facility*	0		0		0			0		0		0	
Spokane, WA *Intermodal Facility*	0					□		0		0	0	0	
Springfield, MA *Union Station*	0		0	0				0			0		
Springfield/ Branson, MO *Intermodal Terminal Study*	0		0					0					

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Jan
Vancouver, BC *Pacific Central Station*		•	•					•		•			
Washington, DC *Union Station*		■		■	■	■		■			■	■	
Waterloo, IA *Intermodal Bus Terminal*		■				■				■			
Wenatchee, WA *Chelan-Douglas Intermodal Project*	0				□	□				□	□		
Wheeling, WV *Intermodal Transportation Center*	0			□	□	□				□		□	
Wilson, NC *Railroad Restoration Project*	0					□		□		□		□	

Location/Facility	Project Status		Service Provided										
	Study	Construction	Air	Auto	Bicycle	Bus	Ferry-boat	Heavy Rail	Light Rail	Intercity Bus	Pedestrian	Taxi	Jan
Vancouver, BC *Pacific Central Station*		•	•					•		•			
Washington, DC *Union Station*		■		■	■	■		■			■	■	
Waterloo, IA *Intermodal Bus Terminal*		■				■				■			
Wenatchee, WA *Chelan-Douglas Intermodal Project*	0				□	□				□	□		
Wheeling, WV *Intermodal Transportation Center*	0			□	□	□				□		□	
Wilson, NC *Railroad Restoration Project*	0					□		□		□		□	

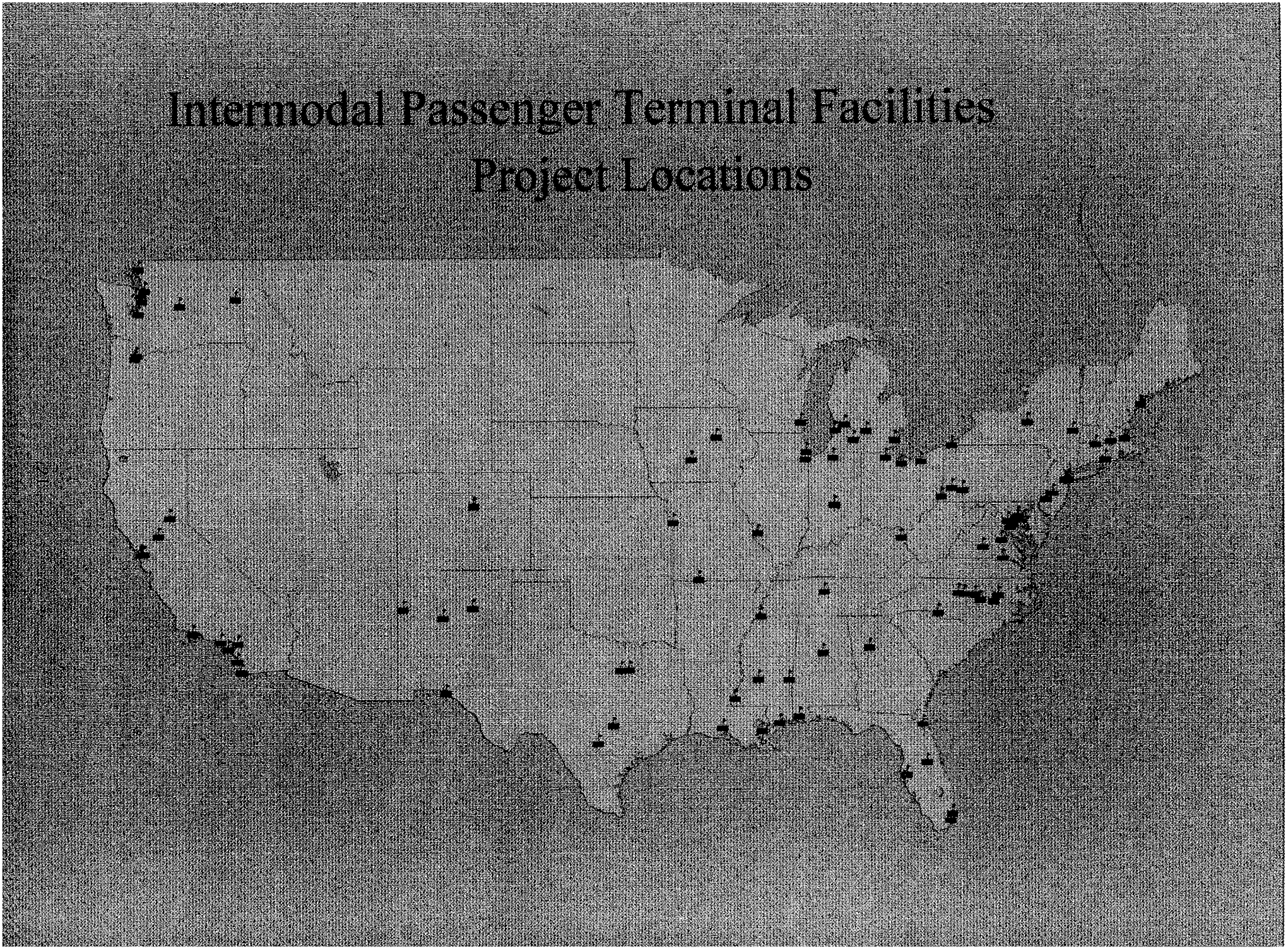
Intermodal Passenger Terminal Facilities

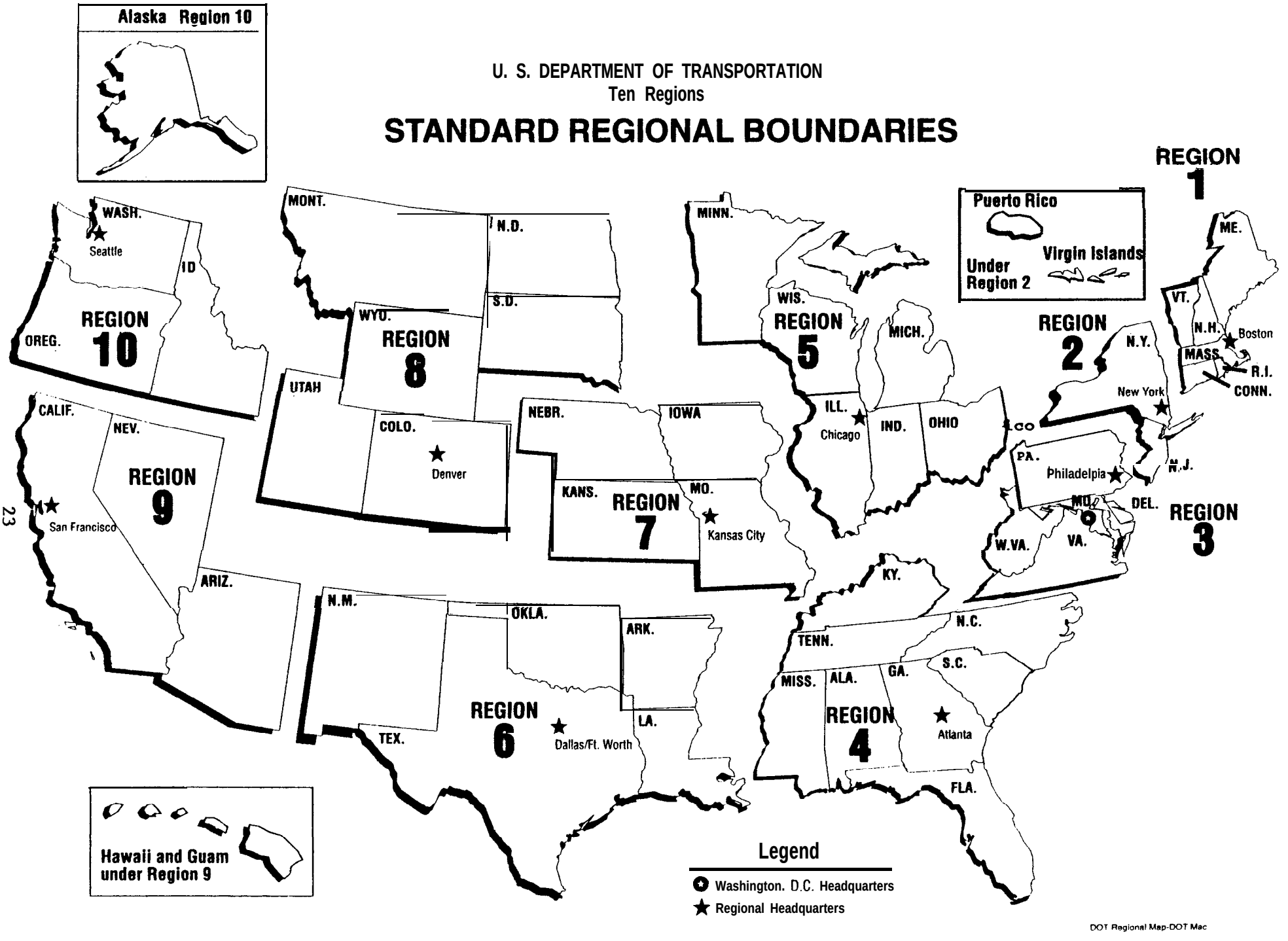
Project Locations



Intermodal Passenger Terminal Facilities

Project Locations




Alaska Region 10
U. S. DEPARTMENT OF TRANSPORTATION
Ten Regions
STANDARD REGIONAL BOUNDARIES
REGION 1
Puerto Rico
Virgin Islands
Under Region 2
REGION 2
REGION 3
REGION 4
REGION 5
REGION 6
REGION 7
REGION 8
REGION 9
REGION 10
WASH.
Seattle
OREG.
CALIF.
San Francisco
NEV.
ARIZ.
IDAHO
MONT.
N.D.
S.D.
WYO.
Denver
COLO.
UTAH
N.M.
NEBR.
KANS.
Kansas City
MO.
IOWA
MINN.
WIS.
Chicago
ILL.
MICH.
IND.
OHIO
KY.
TENN.
MISS.
ALA.
GA.
Atlanta
S.C.
N.C.
FLA.
OKLA.
TEX.
Dallas/Ft. Worth
ARK.
LA.
W.VA.
VA.
PA.
Philadelphia
N.Y.
New York
MD.
DEL.
N.J.
ME.
VT.
N.H.
Boston
MASS.
R.I.
CONN.
Hawaii and Guam
under Region 9
Legend
Washington. D.C. Headquarters
Regional Headquarters
DOT Regional Map-DOT Mac

Multimodal Train Station Study

Project Location: Portland, Maine

Description: This project involves site study for a multimodal train station (one site only) in Portland. The Portland Rail/Intermodal Passenger Facility on Saint John Street will serve as the terminus for the proposed Portland, Maine, to Boston, Massachusetts, rail line. This study will include an analysis of impact on and access of vehicular traffic; intermodal use forecast and access analysis for local and intercity bus feeder services and bicycle and pedestrian uses, an architectural and site design concept plan; and an inventory and analysis of station operational issues, including trackage, security, ticketing, and parking.

Status: The grant application for FTA Section 26(b) funds by the Greater Portland Council of Governments was approved March 3, 1993. The Portland City Council approved the Request for Proposal (RFP) for planning, design, and engineering on December 17, 1993. A consultant was selected, and a parking study, on-site access analysis, and civil engineering cost estimates have been completed. The environmental assessment for passenger rail is completed. The State is developing a grant proposal for the land acquisition. An RFP is being developed for construction. The project is in the FY 1994-96 Transportation Improvement Program in the amount of $500,000. City staff estimates the terminal will cost $1.2 million.

Funding:

Study	
$65,000	FTA (Section 26(b))
16,250	Local share Maine Department of Transportation
$81,250	Total

Construction	
$ 400,000	Federal Highway Administration (FHWA)
100,000	FHWA (unconfirmed)
800,000	FTA (Section 3)
$1,300,000	Total

Local Sponsor: Greater Portland Council of Governments
Contact: Joe Kott, Project Manager
233 Oxford Street
Portland, ME 04101
(207) 774-989 1

Lead Agency: FTA (Region 1)
Contacts: Mary Beth Mello/Judi Molloy
55 Broadway, Suite 920
Kendall Square
Cambridge, MA 02142-1093
(617) 494-2055
Fax: (617) 494-2865

Multimodal Train Station Study

Project Location: Portland, Maine

Description: This project involves site study for a multimodal train station (one site only) in Portland. The Portland Rail/Intermodal Passenger Facility on Saint John Street will serve as the terminus for the proposed Portland, Maine, to Boston, Massachusetts, rail line. This study will include an analysis of impact on and access of vehicular traffic; intermodal use forecast and access analysis for local and intercity bus feeder services and bicycle and pedestrian uses, an architectural and site design concept plan; and an inventory and analysis of station operational issues, including trackage, security, ticketing, and parking.

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Construction	
$ 400,000	Federal Highway Administration (FHWA)
100,000	FHWA (unconfirmed)
800,000	FTA (Section 3)
$1,300,000	Total

Local Sponsor: Greater Portland Council of Governments
Contact: Joe Kott, Project Manager
233 Oxford Street
Portland, ME 04101
(207) 774-989 1

Lead Agency: FTA (Region 1)
Contacts: Mary Beth Mello/Judi Molloy
55 Broadway, Suite 920
Kendall Square
Cambridge, MA 02142-1093
(617) 494-2055
Fax: (617) 494-2865

South Station

Project Location: Boston, Massachusetts

Description: South Station currently serves Amtrak, five commuter rail lines, and a rapid transit station. This project Will add a parking garage with special high-occupancy vehicle (HOV) parking and a bus terminal. The garage will have a direct route ramp for HOV only that connects to I-93. There will be designated parking for car and vanpools in the garage. The bus terminal, located in the parking garage, will house Greyhound, Peter Pan, and smaller private bus companies. A new electric busway is also being constructed and will connect the parking garage and bus terminal with South Station. The Massachusetts Bay Transportation Authority will own the entire new station. The project is in the Transportation Improvement Program.

Status: Construction on the parking garage and bus terminal has begun. The structure is scheduled to open in spring 1995.

Funding: Total cost of project

$30,000,000	FHWA Intermodal Transportation Efficiency Act of 199 l/Congestion Mitigation and Air Quality Improvement Program (ISTEA/CMAQ)
77,500,000	State
$107,500,000	Total

Contacts:

Geoff Slater
Director of Planning
Massachusetts Bay Transportation Authority
10 Park Plaza
Boston, MA 02 116
(617) 722-4292
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South Station

Project Location: Boston, Massachusetts

Description: South Station currently serves Amtrak, five commuter rail lines, and a rapid transit station. This project Will add a parking garage with special high-occupancy vehicle (HOV) parking and a bus terminal. The garage will have a direct route ramp for HOV only that connects to I-93. There will be designated parking for car and vanpools in the garage. The bus terminal, located in the parking garage, will house Greyhound, Peter Pan, and smaller private bus companies. A new electric busway is also being constructed and will connect the parking garage and bus terminal with South Station. The Massachusetts Bay Transportation Authority will own the entire new station. The project is in the Transportation Improvement Program.

Status: Construction on the parking garage and bus terminal has begun. The structure is scheduled to open in spring 1995.

Funding: Total cost of project

$30,000,000	FHWA Intermodal Transportation Efficiency Act of 199 l/Congestion Mitigation and Air Quality Improvement Program (ISTEA/CMAQ)
77,500,000	State
$107,500,000	Total

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Intermodal Facility

Project Location: Fitchburg, Massachusetts

Description: In October 1994, the Montachusett Regional Transit Authority commissioned an engineering design study for the rehabilitation of the Fitchburg Intermodal Facility and for construction of a parking area for commuter and other transit riders. The rehabilitation project will include construction of bus berths, passenger waiting area, ticket area, access to the commuter rail platforms via elevators for wheelchair-bound individuals, and a heliport. The total cost of the project is estimated to be $2,999,500. Construction activities also include repaving and signing the entire parking area to conform to new traffic patterns.

Status: The engineering design study is underway; completion is scheduled for early 1995.

Funding: $1,000,000 FTA (Section 3 FY 1995 Earmark)

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Union Station

Project Location: Springfield, Massachusetts

Description: The Pioneer Valley Transit Authority (PVTA) and the City of Springfield joined efforts to study the reuse of the vacant and aging Union Station in Springfield. The site consists of the terminal building and the baggage and mail handling facility, together measuring over 175,000 square feet. At present, the buildings are vacant. Amtrak presently uses a pedestrian tunnel and the tracks and platforms on the site for station facilities. The station facilities are situated at the edge of downtown near the Union Newspaper and Peter Pan Bus Terminal. PVTA bus service runs along Main Street adjacent to the site. There is also a recommendation to consider connections to the Bradley and Westover airports.

The study suggests that reuse should focus on the development of a transportation and trade center. Railroad functions, including passenger waiting, ticketing, baggage and package handling, and Amtrak support, should be restored to the station; the baggage building should be rehabilitated and expanded into a trade center for exhibits and shows. The concourse should function as an active travel center, provide Amtrak ticketing, tourist assistance, off-site museum displays, and kiosks and vendors (e.g., newsstands and automatic teller machines). Travel agency, car rental agencies, and limousine services also could be located in the station.

Status: The study began in January 1991 and was completed in July 1991. The project was funded partly by PVTA, FTA, and the City of Springfield, using economic development loan funds. The City acquired the property with eminent domain powers. Since then, there have been two pending lawsuits. Applications for funding will not be filed until these legal issues are set up. In the meantime, Amtrak has made about $2 million in improvements to the platforms and surrounding area.

Local Sponsor: PVTA

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Community Development Department
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Intermodal Transportation Center

Project Location: Worcester, Massachusetts

Description: In April 1991, the Worcester Regional Transit Authority (WRTA) commissioned a study to assess the feasibility of developing an intermodal transportation center in the abandoned Union Station in Worcester. The center would include facilities for inter- and intracity buses, Amtrak passenger trains, and Massachusetts Bay Transit Authority Commuter Rail Service (proposed to be extended from Framingham to Worcester). The WRTA's bus maintenance, garage, and administration facilities are to be included. The study determined that the existing 84,000-square-foot historic Union Station site is an excellent location for an inter-modal transportation center. The site is within a five-to ten-minute walking distance of major downtown destinations, is adjacent to two sets of railroad tracks, and is served by two existing city bus routes and could be served by several others with only minor adjustments to existing routes. Four options for redevelopment were presented:

1) Full Renovation-- Under this program, the full gross square footage of the station as it presently exists would be renovated to its original condition,
2) Partial Renovation-- Under this program, only the most architecturally significant portion of the building would be saved, resulting in about 54,000 square feet of gross area,
3) Facade Renovation-- Under this alternative, it is assumed that only the facade of the existing structure would be preserved and that the site area behind the facade would be fully developed,
4) New Construction-- Under this final program, the site would support a new building and no part of the existing structure would be preserved.

Status: The feasibility study is complete. The project is currently in the preliminary engineering, design and environmental review phase. FTA has approved $1,186,800 in ISTEA/CMAQ funds for this project for preliminary engineering and design to include the environmental work and documentation as well as project management. Upon completion of environmental requirements, WRTA will request funds for land acquisition.

Funding: $3,000,000 FTA (Section 3 FY 1995 Earmark)

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Intermodal Transportation Center

Project Location: Worcester, Massachusetts

Description: In April 1991, the Worcester Regional Transit Authority (WRTA) commissioned a study to assess the feasibility of developing an intermodal transportation center in the abandoned Union Station in Worcester. The center would include facilities for inter- and intracity buses, Amtrak passenger trains, and Massachusetts Bay Transit Authority Commuter Rail Service (proposed to be extended from Framingham to Worcester). The WRTA's bus maintenance, garage, and administration facilities are to be included. The study determined that the existing 84,000-square-foot historic Union Station site is an excellent location for an inter-modal transportation center. The site is within a five-to ten-minute walking distance of major downtown destinations, is adjacent to two sets of railroad tracks, and is served by two existing city bus routes and could be served by several others with only minor adjustments to existing routes. Four options for redevelopment were presented:

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Funding: $3,000,000 FTA (Section 3 FY 1995 Earmark)

Local Contact:
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REGION 2

Hoboken Terminal

Project Location: Hoboken, New Jersey

Description: The Hoboken Terminal, owned by New Jersey Transit, serves a variety of modal operations including New Jersey Transit trains, Port Authority Trans Hudson (PATH) trains to lower and midtown Manhattan, a ferry service, buses to New York City, and local commuter trips to the station. Approximately 62,000 commuters pass through the station each weekday. In the future, the terminal will be served by the planned Waterfront Transitway. There is retail use in parts of the station and considerable potential for commercial/office development nearby and/or integrated with the terminal complex. Hoboken Terminal is included on the State and National Historic Registers. Arrivals during the morning peak period are:

Commuter rail	18,300
Ferry	40
PATH	340
Bus,walk,other	2,800

(About 81% of the commuter rail and bus,walk,other passengers transfer to PATH, and about 16% transfer to ferry service.)

Status: Conceptual design of improvements to the passenger facilities was completed in the beginning of 1994. The proposed modifications are intended to improve pedestrian circulation and preserve the historical integrity of the facility. The recommendations include relocation of commercial spaces and the control center, creation of a new ticket lobby, replacement of a ramp area with new circulation and commercial space, restoration of historical features, widening and improved lighting of the passenger concourse, and establishment of new linkages to the PATH system. Remaining design work and construction will be consolidated with yard improvements under a general design consultant contract. The estimated FY 1995 capital program for the Hoboken projects is:

Funding: The estimated FY 1995 capital program for the Hoboken projects is:

$ 5,000,000	Surface Transportation Program (STP)
7,000,000	FTA (Section 9)
2,500,000	ISTEA
$14,500,000	Total

The projected capital program for FY 1996-99 is:

FY 1996	$16,500,000	(projected)
FY 1997	5,000,000	(projected)
FY 1998	35,000,000	(projected)
FY 1999	33,000,000	(projected)
	$89,500,000	Total

REGION 2

Hoboken Terminal

Project Location: Hoboken, New Jersey

Description: The Hoboken Terminal, owned by New Jersey Transit, serves a variety of modal operations including New Jersey Transit trains, Port Authority Trans Hudson (PATH) trains to lower and midtown Manhattan, a ferry service, buses to New York City, and local commuter trips to the station. Approximately 62,000 commuters pass through the station each weekday. In the future, the terminal will be served by the planned Waterfront Transitway. There is retail use in parts of the station and considerable potential for commercial/office development nearby and/or integrated with the terminal complex. Hoboken Terminal is included on the State and National Historic Registers. Arrivals during the morning peak period are:

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7,000,000	FTA (Section 9)
2,500,000	ISTEA
$14,500,000	Total

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FY 1996	$16,500,000	(projected)
FY 1997	5,000,000	(projected)
FY 1998	35,000,000	(projected)
FY 1999	33,000,000	(projected)
	$89,500,000	Total

Penn Station

Project Location: Newark, New Jersey

Description: Newark Penn Station is New Jersey Transit's largest station with about 90,000 commuter trips moving to or from the station each day. Three rail systems serve the facility: Amtrak, PATH, and New Jersey Transit. In addition, New Jersey Transit and Greyhound have major bus operations at the station and the Newark City subway uses Newark Penn Station as a terminus and center of operations. A variety of retail establishments are housed in the building. The station is listed on the State and National Historic Registers. Daily one-way arrivals for Newark Penn Station are as follows:

Commuter rail	23,900
City subway	4,600
Bus	7,200
Auto, other	9,000

Status: Renovation for Newark Penn Station is in the design phase and consists of reconstruction and new layout of rest rooms, installation/reconfiguration of stairways and escalators, interior and exterior lighting improvements, modifications to platform waiting areas, improvements to pedestrian circulation, upgrading of the ticket office, and expansion and creation of a new concourse on the north side of Raymond Boulevard. The New Jersey Transit FY 1995 capital program consists of $4 million of Section 9 money for the various Newark Penn Station improvement projects, with another $23 million projected over FY 1996 through FY 1999.

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Local Sponsors: Port Authority of New York and New Jersey

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Lead Agency: FAA

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Pennsylvania Station Redevelopment Project

Project Location: New York City, New York

Description: This project includes redevelopment of the James A. Farley (JAF) Post Office Building on Eighth Avenue between 3 1 st and 33rd streets (directly west of Penn Station) into an intercity railroad passenger station and commercial center. It would rehabilitate the JAF Building in conjunction with a planned renovation of the existing Penn Station and expansion of the underground connection on West 33rd Street. The plan would add capacity and flexibility for handling passengers arriving and departing the busiest train station in the United States--approximately 500,000 people a day use the station (38% of Amtrak's annual national ridership). The existing Penn Station will handle most of the Long Island Rail Road and New Jersey Transit commuter rail activity, providing space for commuter ticket offices, waiting rooms, increased retail activities, and principal support facilities for the two transit agencies, as well as subway connections. The redevelopment also addresses code compliance and deficiencies in mechanical, electrical, plumbing, and life safety systems and provides new signage--graphics and improvements necessary to meet the Americans with Disabilities Act requirements. The plan proposes widening an existing underground subway connection along 33rd Street. The JAF Building will have 107,200 square feet of retail, storage, and commercial space on the first floor, mezzanine, and second floor. The existing Penn Station will have 118,864 square feet of retail space and retail storage. The service building owned by Amtrak is incorporated into this plan as well. The projected cost of the project is $3 15 million including construction costs and factors for contingencies and cost escalation during the projected five-year development period.

Status: In the Amtrak Authorization and Development Act of 1992, Congress instructed Amtrak to develop a plan for new or redeveloped station facilities in New York City. Amtrak submitted a plan that incorporates the building as the core of a new intermodal transportation complex and gateway to New York City. On December 1, 1993, the Amtrak Board of Directors approved a commitment approval request for $200,000 to continue the master plan development effort.

The FY 1994 Supplemental Appropriations Act included $10 million for the JAF Building project. The FRA executed a $9 million grant with Amtrak for detailed engineering documents, design specifications, and cost estimates and retained $1 million for environmental and historic preservation assessments. The FRA requested a $90 million appropriation in FY 1995 for engineering, design, and construction activities. However, the construction funds cannot be expended for construction activities until participants have entered into a binding agreement satisfactory to the Secretary of the Department of Transportation.

Funding: A funding plan for the estimated $3 15 million cost from Federal, State, and City sources is being developed.

Pennsylvania Station Redevelopment Project

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Funding: A funding plan for the estimated $3 15 million cost from Federal, State, and City sources is being developed.

Intermodal Transportation Center

Project Location: Syracuse, New York

Description: The proposed Syracuse Intermodal Transportation Center will house all major intercity bus and Amtrak rail passenger operations. In addition, it is proposed to serve as a major stop for the Syracuse Rail Project that operates rail tourism in the Central New York Region. Several studies have already been completed in connection with this project. The Syracuse Metropolitan Transportation Council completed an alternative site analysis study and a feasibility study in 1991. The Metropolitan Development Association has completed a Master Site Plan. This plan produced preliminary conceptual and schematic designs in conjunction with neighboring developments that include a new multipurpose stadium and renovation of the Central New York Regional Market. The proposed transportation center will be housed in a new building approximately 19,000 square feet in size. Located within the center will be ticket sales and baggage handling for Amtrak, Greyhound, and Trailways. In addition, there will be general passenger waiting areas, package express services, information and tourism, lockers, game arcades, food services, airport shuttle services, and other ground transportation services. The facility will have 12 docking bays for intercity bus operators. An 1,800-foot covered rail platform will be incorporated into the second level of the facility to accommodate package and mail operation needs. In order to serve rail passenger trains, the project will require a dual track siding from the existing Conrail main line. All required track work, switching, and signaling will be included in the scope of work. The projected cost is approximately $13 million.

Status: The environmental review process is complete. Project management and construction services have been awarded to the firm of Lehrer, McGovern, Bovis, Incorporated. Design and engineering services have been awarded to the firm of Quinlivan, Pierik and Krause. The primary rail design will be done by Parsons, Brinkerhoff. A purchase offer was forwarded to the Central New York Regional Market Authority in September 1994, regarding land acquisition. Ground-breaking is scheduled for late fall 1994.

Funding: Project Development and Construction

$ 6,000,000	FTA ($5 million STP flexible funds and $1 million Section 9)
5,000,000	New York State Authority (Throughway)
610,000	Local match (Central New York Regional Transportation Authority)
2,410,000	New York Department of Transportation
$14,020,000	Total

Local Sponsor: Central New York Regional Transportation Authority

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Lead Agency: FTA (Region 2)

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Local Sponsor: Central New York Regional Transportation Authority

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Lead Agency: FTA (Region 2)

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Local Sponsor: Montgomery County Government

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Intermodal Complex at Bayfront Centre

Project Location: Erie, Pennsylvania

Description: The City of Erie is working with the Redevelopment Authority, Transit Authority, City Government, and the Pennsylvania Electric Company (Penelec) to develop an intermodal terminal located in the future Erie Bayfront Centre. The Erie Bayfront Centre is expected to also house a hotel, medical and commercial office space, a retail center, residential condominiums, a maritime museum, a performing arts center, a community college, and a county library. The intermodal complex will include an all-weather transit terminus and distribution station, minibus and taxi station, Presque Isle/Canada ferry and vaporetto service, promenade and all-weather skywalks, high-occupancy garage, electric car recharging station, airport transfer station, and a customs house. The intermodal complex will be located at the northern terminus of the planned Peach Street Corridor transit spine. An Amtrak station is approximately one mile from the site. General Public Utility is the current owner of the site. The project developer will buy the site from the utility company and donate it to the city. The City of Erie has submitted the proposal for the complex to the congressional Committee on Public Works and Transportation as part of the Public Works Amendment. The project is in the Transportation Improvement Program.

Status: The project is in the planning stage. Some sketches of the terminal were completed and submitted with the proposal. The Public Works Amendment has not yet passed through the Senate. The City of Erie is awaiting funding approval before additional work can begin.

Funding: Funding is awaiting approval of ISTEA funds.

Estimated cost of project	
$5,700,000	Public parking facility
2,300,000	Intercept area
570,000	Public promenade
800,000	Pedestrian skywalks
$9,370,000	Total

Local Sponsor: City of Erie

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Intermodal Complex at Bayfront Centre

Project Location: Erie, Pennsylvania

Description: The City of Erie is working with the Redevelopment Authority, Transit Authority, City Government, and the Pennsylvania Electric Company (Penelec) to develop an intermodal terminal located in the future Erie Bayfront Centre. The Erie Bayfront Centre is expected to also house a hotel, medical and commercial office space, a retail center, residential condominiums, a maritime museum, a performing arts center, a community college, and a county library. The intermodal complex will include an all-weather transit terminus and distribution station, minibus and taxi station, Presque Isle/Canada ferry and vaporetto service, promenade and all-weather skywalks, high-occupancy garage, electric car recharging station, airport transfer station, and a customs house. The intermodal complex will be located at the northern terminus of the planned Peach Street Corridor transit spine. An Amtrak station is approximately one mile from the site. General Public Utility is the current owner of the site. The project developer will buy the site from the utility company and donate it to the city. The City of Erie has submitted the proposal for the complex to the congressional Committee on Public Works and Transportation as part of the Public Works Amendment. The project is in the Transportation Improvement Program.

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Local Sponsor: City of Erie

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Train Station

Project Location: Greensburg, Pennsylvania

Description: The train station is located in downtown Greensburg and has been vacant for 15 years although, Amtrak continues to use the location as a stop. Approximately 13,000 passengers per year use the platform outside the station. The station building was listed on the National Register of Historic Places in 1977. The Westmoreland Trust, a 501(c)(3) nonprofit organization whose mission is to take a leadership role in the development and enhancement of the cultural life and economic well-being of Westmoreland County, launched a study in 1992. The feasibility study concluded that the train station should be a key element in a cultural/entertainment/historic district and as a magnet for business activity in central Westmoreland County. The Westmoreland Trust purchased the property in April 1993. The trust has been working with Amtrak and Conrail to promote the station as a transportation center. The station would become an intermodal hub to support increasing bus, transit, and rail transportation. The station will house a travel agency, a restaurant, a visitor's center, a ticket agency, and vending operations established by Amtrak as well as the Westmoreland County Historical Society. Amtrak will manage the station. The Trust has been successful in receiving public and private funds for the project. The project is in the Transportation Improvement Proram. Westmoreland County Transit Authority is located a block away and has been working toward linking transit services into the station project. Future plans are a tie with a limousine service to the Latrobe and Pittsburgh airports as well as a possible Maglev rail train between Pittsburgh and Philadelphia. The total project cost is $3,500,000.

Status: Funds ($1,185,700) have been committed for this project. The architect is completing the final plans and renovation should begin soon.

Funding:		
	$1,000,000	FHWA (ISTEA FY 1993 and FY 1994)
	100,000	Westmoreland County Community Block Grant
	50,000	America's Industrial Heritage Project
	20,000	Greensburg Foundation
	5,000	Integra Bank
	5,000	Private contributor
	5,000	Southwest Bank
	700	National Trust for Historic Preservation
	$1,185,700	Total

Local Agency: Westmoreland Trust

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(412) 836-l 138

Train Station

Project Location: Greensburg, Pennsylvania

Description: The train station is located in downtown Greensburg and has been vacant for 15 years although, Amtrak continues to use the location as a stop. Approximately 13,000 passengers per year use the platform outside the station. The station building was listed on the National Register of Historic Places in 1977. The Westmoreland Trust, a 501(c)(3) nonprofit organization whose mission is to take a leadership role in the development and enhancement of the cultural life and economic well-being of Westmoreland County, launched a study in 1992. The feasibility study concluded that the train station should be a key element in a cultural/entertainment/historic district and as a magnet for business activity in central Westmoreland County. The Westmoreland Trust purchased the property in April 1993. The trust has been working with Amtrak and Conrail to promote the station as a transportation center. The station would become an intermodal hub to support increasing bus, transit, and rail transportation. The station will house a travel agency, a restaurant, a visitor's center, a ticket agency, and vending operations established by Amtrak as well as the Westmoreland County Historical Society. Amtrak will manage the station. The Trust has been successful in receiving public and private funds for the project. The project is in the Transportation Improvement Proram. Westmoreland County Transit Authority is located a block away and has been working toward linking transit services into the station project. Future plans are a tie with a limousine service to the Latrobe and Pittsburgh airports as well as a possible Maglev rail train between Pittsburgh and Philadelphia. The total project cost is $3,500,000.

Status: Funds ($1,185,700) have been committed for this project. The architect is completing the final plans and renovation should begin soon.

Funding:		
	$1,000,000	FHWA (ISTEA FY 1993 and FY 1994)
	100,000	Westmoreland County Community Block Grant
	50,000	America's Industrial Heritage Project
	20,000	Greensburg Foundation
	5,000	Integra Bank
	5,000	Private contributor
	5,000	Southwest Bank
	700	National Trust for Historic Preservation
	$1,185,700	Total

Local Agency: Westmoreland Trust

Contacts: Jennings F. Womack
President
951 Old Salem Road
Greensburg, PA 15601
(412) 836-l 138

Transportation Center

Project Location: Morrisville, Pennsylvania

Description: The concept of Morrisvolle transportation center is an outgrowth of New Jersey Transit's (NJT's) plans to obtain a portion of Conrail's Morrisville Yard to store and maintain Northeast Corridor equipment. The proposal is to construct a rail station at the east end of NJT's proposed yard. Currently, 5,000 Pennsylvania residents board trains at Trenton, NJ, each weekday and an additional several hundred drive to Princeton Junction. A Morrisville station could attract well over 7,500 riders a day. The station could also become a focal point for Southeastern Pennsylvania Transportation Authority (SEPTA) bus service in lower Bucks County. The station could become the eastern terminus for SEPTA's Cross County Metro service to operate over the Conrail Trenton cut-off from Downingtown east. SEPTA's R3 West Trenton line service could be directed to Morrisville over an existing connection of the line at Woodbourne. This would give areas such as Jenkintown and Bethayres a direct connection to the Northeast Corridor through Morrisville. A driving force for this project is the upcoming reconstruction of I-95 within Pennsylvania. Increased rail service use could be a substitute for driving while the highway is being rebuilt. Possible commercial additions to the station include a day-care center (in response to a survey from potential riders).

Status: A group has formed to promote the transportation center and has received support from State legislators and support from Falls Township and other towns in the area. SEPTA has recently completed the Cross County Metro Feasibility study with an FTA grant in the amount of $200,000. SEPTA also has an application in the amount of $1,204,748 to conduct a major investment study.

Funding: None to date.

Local Contact: Phillip Ralston (private citizen)
10 Green Ridge Road
Yardley, PA 19067
(2 15) 493-4485

Other Contacts: Delaware Valley Regional Planning Commission
John Coscia
Executive Director
John Dawson
The Bourse Building, 8th Floor
111 S. Independence Mall East
Philadelphia, PA 19 106-25 15
(215) 592-1800

Richard Bickel
Director, Long-Range Planning
Planning and Development
SEPTA
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Philadelphia, PA 19 107
(2 15) 580-7960

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7 14 Market Street
Philadelphia, PA 19 107
(2 15) 580-7960

Other Contact: Don Pross
Director, Real Estate Division
Amtrak
60 Massachusetts Avenue, NE
Washington, DC 20002
(202) 906-3 884
Fax: (202) 906-3986

Other Contact: Don Pross
Director, Real Estate Division
Amtrak
60 Massachusetts Avenue, NE
Washington, DC 20002
(202) 906-3 884
Fax: (202) 906-3986

Union Station

Project Location: Alexandria, Virginia

Description: This project involves renovation and rehabilitation of the Richmond, Fredericksburg, and Potomac Railroad (RF&P)-owned station built in 1905 and located on Callahan Drive between King and Duke streets. The station serves as a main terminal for Amtrak service on the Northeast Corridor with approximately 20 Amtrak trains making daily stops, as well as serving as a station for the Virginia Railway Express commuter rail line with eight morning and evening train stops. This station is located next to the King Street Metro Station. The scope of work involves complete renovation of the interior and exterior of the main building and expansion of the lobby into the breezeway and an adjacent smaller building that is used as storage. Improvements include rehabilitation of the passenger and ticket sales areas; modifications to the rest rooms and access corrections for Americans with Disabilities Act compliance; replacement of existing mechanical, electrical, and plumbing systems; restoration of architectural elements; exterior site improvements; and landscaping. New lighting fixtures will be added, as well as functional improvements made to the sidewalks and handicap ramps. This project is included in the FY 1994-99 Transportation Improvement Program for the Washington metropolitan region. The total project cost is $860,000.

Status: The City of Alexandria received $840,000 from the ISTEA Enhancement Program for completion of Phase I of the King Street Station Renovation Project. The City is preparing to issue the Request for Proposal for architectural services and engineering and is waiting to hear from the State on how to proceed and set up the accounting and oversight of the grant, until then the project is on hold. The ownership of the station will remain with RF&P Corporation.

Funding: Phase I Design and Construction

$672,000	FHWA (ISTEA Enhancement)
84,000	Amtrak
84.000	RF&P
$840,000	Total

Local Sponsor: City of Alexandria

Contact: Valerie Sikora
Transit Planning Manager
Department of Transportation and Environmental Services
Office of Transit Service
301 King Street
Alexandria, VA 223 13
(703) 83 8-3 800
Fax: (703) 838-6438

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Local Sponsor: City of Alexandria

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Transit Planning Manager
Department of Transportation and Environmental Services
Office of Transit Service
301 King Street
Alexandria, VA 223 13
(703) 83 8-3 800
Fax: (703) 838-6438

Union Station

Project Location: Charlottesville, Virginia

Description: Union Station has been in continuous use since 1885, serving rail passengers traveling both north-south and east-west. Today, the station serves two major railroads: the Norfolk-Southern and CSX Transportation, Inc. Even though it remains in active use today as an Amtrak station, its condition, along with that of the surrounding site, has seriously deteriorated to the point of posing a public health and safety hazard. The project will include the historic restoration of the original station building; complete renovation of the Amtrak ticketing center, passenger waiting room, rest rooms, travel information alcove, vending machine and eating section, and baggage handing area; expansion of the existing building to house a new restaurant, gift shop, and other traveler support services; construction of new passenger platforms and canopies; construction of a new entrance road; construction of site improvements such as sidewalk, ramps, bike routes, bike parking, plazas, benches, and landscaping; construction of a new elevated walkway linking the street level to the station; construction of new loading and unloading bays for buses, vans, and taxis; construction of a parking facility; construction of a new three-story combination commercial and residential structure with a new clock tower to signal the station's location along West Main Street. The transportation connections will be Amtrak, local transit, Greyhound, and University of Virginia transportation. The total project cost is $7.5 million.

Status: The project is in the process of design. The Virginia Department of Transportation (VDOT) hopes to start construction in winter 1994. VDOT has been successful in finalizing the lease with Amtrak and now working on getting Greyhound to relocate to the station. The City received an ISTEA Enhancement Grant in the amount of $762,000.

Funding:		
	$ 762,000	FHWA (ISTEA Enhancement)
	1,200,000	Developer's contribution
	5538,000	(Remaining dollars will be raised through private funds)
	$7,500,000	Total

Local Sponsor: City of Charlottesville
Department of Planning and Community Development

Contact: Satyendra Huja
Director
P.O. Box 911
Charlottesville, VA 22902
(804) 971-3182

Lead Agency: VDOT

Contact: Chip Badger
Rail and Public Transportation
1401 East Broad Street
Richmond, VA 23219
(804) 786-8135

Lead Agency: VDOT

Contact: Chip Badger
Rail and Public Transportation
1401 East Broad Street
Richmond, VA 23219
(804) 786-8135

Construction	(Manassas)
$336,000	FHWA (ISTEA Enhancement)
84.000	City of Manassas
$420,000	Total

Local Sponsor: PRTC

Contacts:

Leo P. Auger
Executive Director
15 19 Davis Ford Road, Suite One
Woodbridge, VA 22 192-2737
(703) 490-40 18
Fax: (703) 490-5254

Eric Marx
Manager of Planning
15 19 Davis Ford Road, Suite One
Woodbridge, VA 22 192-2737
(703) 490-48 11

Lead Agency: Virginia Department of Transportation

Contact:

D.L. Eure
Programming and Scheduling Division
1401 East Broad Street
Richmond, VA 23219
(804) 367-8150

Other Contacts:

RF&P
Mark Slusher
Project Manager
66 Canal Center Plaza, 7th Floor
Alexandria, VA 223 14
(804) 225-1615

City of Fredericksburg
Eric Nelson
Planner
P.O. Box 7447
Fredericksburg, VA 22404
(703) 372-l 179

City of Manassas
Roger Snyder, Director of Planning
9027 Center Street, Room 202
Manassas, VA 22 113
(703) 257-8223

Downtown Multimodal Transportation Center

Project Location: Richmond, Virginia

Description: Richmond's Main Street Station, located near the Central Business District, closed in 1975. Amtrak moved out to Henrico County on Staples Mill Road and has not had a downtown Richmond station since. Main Street Station was acquired and developed by real estate investors in the early 1980% to be used as a shopping mall and restaurant complex, but the project never materialized. By the late 1980's, the complex was conveyed to the Commonwealth of Virginia and currently houses State government offices and a parking facility. For over 10 years, the City and various civic groups such as the Richmond Chamber and Central Richmond Association have been interested in reestablishing a downtown station to serve people within the City and to the south and east; to improve options for business travelers from Richmond to Washington, D.C. and points in between; and to encourage tourism from the Washington area to Richmond. In addition, interest has been renewed in the past several years to improve the public transportation system by providing first rate service and good connections from a downtown transportation center. This multimodal transportation center would address all these needs in one location-it would not only accommodate Amtrak but serve as a transfer point for local bus, Greyhound bus, and trolleys, as well as a site for taxi pickups, limousines, ridesharing services, and transfers to and from Richmond International Airport. The Greater Richmond Transit Company (GRTC) has been providing bus service in the downtown area. Approximately 900 buses will serve the multimodal transportation center throughout the day. The metropolitan planning organization, GRTC, and the City received a grant from VDOT to conduct a Comprehensive Transportation Plan that would do an in-depth study of all GRTC's routes. Richmond is a nonattainment area for ozone and air quality. The total cost of the project is $2.5 million, and it is in the FY 1994 Transportation Improvement Program.

Status: The feasibility study is under contract. Wilbur Smith & Associates started in January 1994 and should be finished by December 1994 or possibly by the beginning of 1995.

Funding:

Feasibility Study

$200,000	FTA
50,000	Local match
$250,000	Total

Design and Construction

$ 800,000	FHWA (FY 1992 Earmark (CMAQ))
1,000,000	FHWA (FY 1993 Earmark (CMAQ))
490,000	State (Urban Aid Highway funds)
10,000	City of Richmond
$2,300,000	Total

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1,000,000	FHWA (FY 1993 Earmark (CMAQ))
490,000	State (Urban Aid Highway funds)
10,000	City of Richmond
$2,300,000	Total

Intermodal Transportation Center

Project Location: Wheeling, West Virginia

Description: The City of Wheeling is proposing to build a parking structure that would become a transit center. The structure would provide a park-and-ride facility, 850 parking spaces, local transit, interstate bus, 14 bus stalls, taxi service, ticketing offices, and 100 bicycle stations. The building will be modeled after a historic building. The structure will be built next to an old rail line that has been transformed into bike paths. Ownership of the site has not been determined. The program is in the Transportation Improvement Program.

Status: In FY 1994, $8.5 million in FTA discretionary capital funds were earmarked for this project. A grant for engineering and design and a traffic and transit analysis was approved in the Federal funding of $501,236 to the Ohio Valley Regional Transportation Authority, and a contract has been signed. The project is a key element of the Wheeling Heritage Program, being developed in cooperation with the National Park Service.

Funding:

Design	
$501,236	FTA (Section 3)
125,309	Local
$626,545	Total

Construction	
$8,000,000	FTA (Section 3)
2,000,000	local match
$10,000,000	Total

Local Sponsor: City of Wheeling
Contact: Paul Macintire, Sr.
Director, Department of Development
City County Building
Wheeling, WV 26003
(304) 234-3701
Fax: (304) 234-3605

Lead Agency: FTA (Region 3)
Contact: Florence Bicchitti
Transportation Program Specialist
1760 Market Street
Philadelphia, PA 19103-4124
(2 15) 656-6900

Intermodal Transportation Center

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Funding:

Design	
$501,236	FTA (Section 3)
125,309	Local
$626,545	Total

Construction	
$8,000,000	FTA (Section 3)
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Local Sponsor: City of Wheeling
Contact: Paul Macintire, Sr.
Director, Department of Development
City County Building
Wheeling, WV 26003
(304) 234-3701
Fax: (304) 234-3605

Lead Agency: FTA (Region 3)
Contact: Florence Bicchitti
Transportation Program Specialist
1760 Market Street
Philadelphia, PA 19103-4124
(2 15) 656-6900

REGION 4

Metro Area Express Intermodal Facility

Project Location: Birmingham, Alabama

Description: Phase I of this intermodal facility project includes a large, sheltered area where passengers can wait for bus service and provides amenities such as seating and route and schedule information. The current design of the facility can accommodate taxis, a travel agency, an airline ticket office, a convenience store outlet, and a fast food restaurant. Phase II of the project will include Amtrak and Greyhound service including ticket sales, baggage services, and a waiting room. The feasibility study, conducted in 1984, reviewed 14 sites and narrowed the site selection down to Morris Avenue because of its proximity to Amtrak. The Birmingham-Jefferson County Transit Authority purchased the land in 1986 to redevelop it into the intermodal terminal.

Status: The intermodal facility is planned and ready for construction. An environmental assessment revealed soil contamination at the site. A remediation plan has been submitted to the Alabama Department of Environmental Management (ADEM). Upon approval from ADEM, the transit authority will remediate the soil and commence construction of the intermodal facility.

Funding: Preliminary Engineering/Architectural and Design

$153,066	FTA (Section 9)
39.802	local match
$191,358	Total

Local Sponsor: Birmingham-Jefferson County Transit Authority

Contacts:
Phil Gary
General Manager
Demetrius Taylor
Assistant General Manager
3 105 8th Avenue North
Birmingham, AL 35202-0212
(205) 322-7701
Fax: (205) 521-0120

Lead Agency: FTA (Region 4)

Contact:
David Mucher
Project Manager
1729 Peachtree Road, NW, Suite 400
Atlanta, GA 30309-2439
(404) 347-3948

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39.802	local match
$191,358	Total

Local Sponsor: Birmingham-Jefferson County Transit Authority

Contacts:
Phil Gary
General Manager
Demetrius Taylor
Assistant General Manager
3 105 8th Avenue North
Birmingham, AL 35202-0212
(205) 322-7701
Fax: (205) 521-0120

Lead Agency: FTA (Region 4)

Contact:
David Mucher
Project Manager
1729 Peachtree Road, NW, Suite 400
Atlanta, GA 30309-2439
(404) 347-3948

Multimodal Transportation Center

Project Location: Mobile, Alabama

Description: The National Council for Urban Economic Development provided technical assistance to the Mobile Downtown Redevelopment Commission (DRC) and the Mobile Transit Authority (MTA) as plans were considered to build a transportation center for local buses, intercity buses, taxis and shuttle vehicles. The center would include development of an office building using air rights over the proposed center. The transportation center is considered a key component in revitalizing Mobile's economy and downtown. This study examined the feasibility of locating a multimodal transportation center at the proposed site near Bienville Square in downtown Mobile, as well as joint development opportunities. It also examined the site's viability for serving buses and riders and generating economic development in the downtown. The study identified alternative sites for locating and integrating transportation services. Based on the investigations, the team agreed that a strategically located mutimodal facility would augment the City's effort for the future of the downtown area. A survey of the downtown office market at the time of the study reflected a lack of confidence in private sector (at least for the short term) in the area, and it is not clear if the convention center/hotel complex on the waterfront and the City/County government complex would have a significant impact on the area around Bienville Square. The findings were the proposed site across Conception Street from Bienville Square is neither compatible with nor adequate for the needs of a transportation center; the MTA, working with the MRC should lay out the specific needs for a multimodal facility and how they fit with the Bienville Square site; MTA and DRC should begin surveying other sites to determine whether they meet the needs of a multimodal facility, a Greyhound facility alone, or MTA's needs alone; MTA and DRC should persuade Greyhound to move back downtown; the proposed transportation center should reflect the strategic challenge facing MTA in expanding its ridership base; and MTA and DRC should begin more detailed conversations with other transportation services to determine their interest in participating in a multimodal facility.

Status: The study was completed in January 1991. Greyhound moved 3 miles from downtown Mobile on U.S. Highway 90. The Amtrak station is four blocks from the downtown on Government Street. Right next door to the train station, the City built a $60 million convention center, so a potential site is there. At this time, there is no interest to further study this issue.

Funding: None to date

Local Sponsor: Office of Community Services

Contact: Wilbert J. Wetzel
Manager
P.O. Box 1827
Mobile, AL 36633
(205) 438-7056
Fax: (205) 433-7591

Multimodal Transportation Center

Project Location: Mobile, Alabama

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Funding: None to date

Local Sponsor: Office of Community Services

Contact: Wilbert J. Wetzel
Manager
P.O. Box 1827
Mobile, AL 36633
(205) 438-7056
Fax: (205) 433-7591

Airport People Mover

Project Location: Ft. Lauderdale, Florida

Description: The City has proposed a fixed guideway people mover from the Ft.Lauderdale/Hollywood Airport to connect with Port Everglades a distance of 2 miles. Tri-Rail has a station in Hollywood, (Tiger-tail Park) FL, not located at the airport, which requires that a feeder bus be taken from the rail station to the airport, approximately 3 miles away. The cruise business is booming at Port Everglades, and most of the people arrive by airplane; this creates demand for a connection to the Port. The Amtrak station is owned by CSX Transportation, Inc., and is located approximately 5 miles north of the seaport, at Broward Boulevard and I-95. There is no link with this project.

Status: The Florida Department of Transportation (FDOT) will advertise for letters of interest for a feasibility study to analyze various alternatives and choose the preferred alternative. The study will be advertised in September for consultant services. The study should commence in February 1995 and be completed by February 1996. The feasibility study is in the Transportation Improvement Program. Port Everglades has budgeted money in the 5-year capital budget for stations on the people mover ($2.5 million over 2 consecutive years) and the airport has identified the project in its current Master Plan. Port Everglades is scheduled to become part of Broward County in November 1994. The feasibility study will evaluate transportation alternatives such as a dedicated busway; overhead monorail; enclosed cab car; elevated light rail; and Maglev.

Funding:

Study	
$500,000	State Intermodal Development Program
125.000	Local match (Port Everglades and Broward County)
$625,000	Total

Local Sponsors: Port Everglades and Broward County Aviation

Contacts:

James J. O'Brien
Port Director
Maurice Canady
Director
Construction Management and Planning
Port Everglades Authority
1850 Eller Drive
Ft. Lauderdale, FL 333 16
(305) 523-3404
Fax: (305) 523-8713

Airport People Mover

Project Location: Ft. Lauderdale, Florida

Description: The City has proposed a fixed guideway people mover from the Ft.Lauderdale/Hollywood Airport to connect with Port Everglades a distance of 2 miles. Tri-Rail has a station in Hollywood, (Tiger-tail Park) FL, not located at the airport, which requires that a feeder bus be taken from the rail station to the airport, approximately 3 miles away. The cruise business is booming at Port Everglades, and most of the people arrive by airplane; this creates demand for a connection to the Port. The Amtrak station is owned by CSX Transportation, Inc., and is located approximately 5 miles north of the seaport, at Broward Boulevard and I-95. There is no link with this project.

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Funding:

Study	
$500,000	State Intermodal Development Program
125.000	Local match (Port Everglades and Broward County)
$625,000	Total

Local Sponsors: Port Everglades and Broward County Aviation

Contacts:

James J. O'Brien
Port Director
Maurice Canady
Director
Construction Management and Planning
Port Everglades Authority
1850 Eller Drive
Ft. Lauderdale, FL 333 16
(305) 523-3404
Fax: (305) 523-8713

Multimodal Terminal Center

Project Location: Jacksonville, Florida

Description: The idea of creating a multimodal transportation facility in Jacksonville had been circulating for over a decade, and in 1992 an organized effort initiated by the Chamber of Commerce and the Jacksonville Mayor's Office began the current impetus for locating a transportation center in the downtown area. Two sites were chosen as preferred sites following a survey and extensive meetings with Amtrak, Florida East Coast Railway Company (FEC), and CSX Transportation, Inc. The 77-year-old downtown train terminal had not been used by passenger trains since 1974, and in 1985 the City converted it into a convention center. One proposal is to move Amtrak back to a portion of the convention center. The proposed terminal center will directly serve Amtrak, Greyhound intercity services, Jacksonville Transit Authority's (JTA) Automated Skyway Express (which originates at the convention center); JTA local transit service (express and local); high-speed rail; commuter rail; taxi; limousine; automobile rental; and aircraft (helicopter and rotocraft). The terminal center conceptual development program includes approximately 66,000 square feet of passenger services and amenities, 32,000 square feet of administrative and operational areas; 6,100 square feet of maintenance and service area; and 5,000 square feet of parcel services. The rail platform and access requirement for the terminal center include four station tracks, two storage tracks; and one mail track for Amtrak; one track and platform for high speed rail, two tracks and platform for commuter rail and two tracks and platform for the Skyway. In addition, various uses for joint development are included in the site plan such as an expansion area for the convention center, joint parking areas for the convention center and terminal center operations, a heliport or vertiport, potential commercial development over Greyhound's facility and within the terminal center, and spin-off development in the vicinity of the terminal center. The estimated cost for the terminal center is approximately $40 million.

Status: JTA contracted for a planning study of a Jacksonville Multimodal Terminal Center intended to improve accessibility to all transportation modes and provide for convenient transfer from one mode to another, as well as encourage commercial development in the vicinity of the terminal. The year-long study was completed in September 1993. One of the important results of the study was a public awareness of the multimodal concept among the various public entities of Jacksonville and the potential terminal center users. Also, the study resulted in finding two lease occupants for the facility, Amtrak and Greyhound, since both their current sites are inadequate for future growth and operations. The Jacksonville City Council, the Jacksonville Chamber of Commerce, and Jacksonville Urbanized Area Metropolitan Planning Organization (MPO) have passed resolutions in support of the project. Now with this community support, JTA, FDOT and the MPO will proceed to hire a consultant to do the project design and environmental Study phase of the project. A request from the Mayor of Jacksonville was submitted to DOT for a lead agency on the environmental process. Jacksonville is working with consultants on creative financing packages to fund this project. Incidentally, even though Jacksonville/Duval County is a nonattainment area for carbon monoxide and a transitional nonattainment area for ozone, they are not eligible for CMAQ funds.

Funding: Feasibility Study

$ 89,718.09 J T A
73.164.00 FDOT
$ 162,882.09 Total

Preliminary Engineering, Design, and Environmental Process

$ 960,000 FDOT Intermodal Earmark
240,000 City of Jacksonsville
$1,200,000 Total

Local Sponsor: City of Jacksonville
Contact: Elaine Brown
Chairperson
Executive Committee Multi-Modal Terminal Task Force
Convention Planners
17 18 Atlantic Boulevard
Jacksonville, FL 32203
(904) 398-0300

Lead Agency: Florida Department of Transportation
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2250 Irene Street
Jacksonville, FL 32204
(904) 381-8608

Other Contacts: JTA
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Deputy Director of Engineering
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Jacksonville, FL 32203
(904) 630-31810

Jacksonville Urbanized Area MPO
Calvin Burney
Chief, Transportation Planning
Planning & Development
Florida Theatre Building, Suite 700
Jacksonville, FL 32202
(904) 630-1903

Funding: Feasibility Study

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73.164.00 FDOT
$ 162,882.09 Total

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Jacksonville, FL 32202
(904) 630-1903

Status: The Miami Intermodal Center (MIC) has been advanced to project planning, preliminary engineering, and environmental studies. According to the officials in Florida working on the project, "We are definitely moving ahead with the project and gaining speed all the while."

These studies will include examinations of issues such as the extension of Metrorail from the Earlington Heights Station to the MIC, the extension of Tri-Rail from the existing Miami Airport Station to the MIC, accommodating high-speed rail, State road 836, the East/West rail component, and improved vehicular access to both the MIA and MIC and the proposed MIC/MIA connector, linking the MIA terminals to the MIC. The FHWA is the lead Federal agency in this project and FDOT is coordinating the nonfederal portion of the project.

A contract was let in June 1993 for the consultants, ICF Kaiser Engineers, to proceed to work on preliminary engineering. To date, the project management plan was finalized; the public involvement plan and scoping is complete; review of the feasibility study is complete; traffic, land use, and environmental data collection is in process; conceptual design analysis is in process; review of design alternatives is in process; and a joint development program initiated. The Draft Environmental Impact Statement should be completed by fall 1994 and the final environmental document is scheduled for completion in April 1995. Key issues to be addressed in this study include ridership, functional/operational requirements, other projects under study in the vicinity, and joint development opportunities.

Funding: Project Planning, Preliminary Engineering, and Environmental Studies

$15,937,503	FHWA (CMAQ)
1,770,833	Local match
$17,708,336	Total

Local Sponsors: FDOT (District VI)

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Fax: (305) 375-4605

Status: The Miami Intermodal Center (MIC) has been advanced to project planning, preliminary engineering, and environmental studies. According to the officials in Florida working on the project, "We are definitely moving ahead with the project and gaining speed all the while."

These studies will include examinations of issues such as the extension of Metrorail from the Earlington Heights Station to the MIC, the extension of Tri-Rail from the existing Miami Airport Station to the MIC, accommodating high-speed rail, State road 836, the East/West rail component, and improved vehicular access to both the MIA and MIC and the proposed MIC/MIA connector, linking the MIA terminals to the MIC. The FHWA is the lead Federal agency in this project and FDOT is coordinating the nonfederal portion of the project.

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Lead Agency: FTA (Headquarters)

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Lead Agency: FTA (Headquarters)

Contact: Edward L. Thomas
Chief, Capital Development Division
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Washington, DC 20590
(202) 366-0264
Fax: (202) 366-3765

Funding: Construction

$ 200,000	State of Florida, Division of Historical Resources
150,000	National Trust for Historic Preservation's Loan Fund
900,000	FHWA (ISTEA Enhancement Grant)
100,000	FDOT, Intermodal
25,000	City of Tampa
$1,375,000	Total

Project Design, Architectural, and Engineering

$ 75,000	City/County
100,000	Amtrak
15,000	Tampa Preservation, Inc. Loan
50,000	City In-Kind
$240,000	Total

Funding in Application

$ 600,000	ISTEA
362,000	State of Florida Division of Historical Resources
40,000	Donation
$1,002,000	Total

Local Sponsor: TUSP&RI
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Project Director: Jim Shepherd
13 28 Autumn Drive
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(813) 978-1378

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Local Sponsor: Georgia Department of Transportation

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Local Sponsor: Georgia Department of Transportation

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Lead Agency: Mississippi State Highway Department
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Local Sponsor: City of Greensboro

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Lead Agency: FTA (Region 4)

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Multimodal Transportation Center

Project Location: Raleigh, North Carolina

Description: The City of Raleigh is conducting a study to assess the feasibility of a multimodal transportation center. The facility would house Amtrak, local transit, regional bus, parking facilities, and perhaps office space and high-rise living accommodations. The study will also evaluate the impact of a multimodal facility on the economic development of downtown Raleigh. A steering committee will be created to develop a scope of work, review the solicitation for consultant proposals, review the consultant selection, and comment on interim reports and draft reports. Members will include local, regional, and State officials; public and private transportation professionals, and other individuals interested in joint development opportunities. The site for the terminal has not been selected, but the City is looking at a specified corridor. The project is in the Transportation Improvement Program.

Status: The study will begin in Fall 1994

Funding:

Study	
$48,000	FTA (Section 8)
6,000	State
6,000	Local
$60,000	Total

Local Sponsor: City of Raleigh
Contact: Robert Olason
Transportation Planner
P.O. Box 590
Raleigh, NC 27602
(9 19) 890-3440
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Lead Agency: FTA (Region 4)
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(404) 347-1885
Fax: (404) 347-7849

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Local Sponsor: City of Raleigh
Contact: Robert Olason
Transportation Planner
P.O. Box 590
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(9 19) 890-3440
Fax: (919) 828-8036

Lead Agency: FTA (Region 4)
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Train Station

Project Location: Rocky Mount, North Carolina

Description: The City of Rocky Mount plans to restore the three-story train station originally built in 1903 as a passenger station for the Atlantic Coast Line Railroad. For many years, the station served as the rail passenger facility and as a railroad division headquarters. Currently, the station houses the Amtrak waiting room and provides offices for CSX Transportation, Inc. The project includes relocation of the intercity bus service from a site across the tracks from the station. The project is included in the 1993-99 Transportation Improvement Program for Edgecombe and Nash counties. Continued railroad use of the station property is a cornerstone of the project design. Amtrak maintains a ticket office and waiting room on the first floor of the station. It is planned that this use of this space would be expanded. Amtrak operates more passenger trains through Rocky Mount than any other city in North Carolina (four trains make eight stops). Another anticipated use of space is for a Small Business and Minority Business Development Center and possibly a rail museum. Also, the travel and tourism office would be relocated and expanded at the station. CSX will continue their operations but move into a new facility under construction at the railroad yard on the south side of town. The City is considering moving the local transit bus transfer point to the train station.

Status: The total funding available for the project is $3,750,000 with 80% provided with ISTEA Enhancement funds, 10% by the North Carolina Department of Transportation, and 10% by the City of Rocky Mount. The project will be completed in two phases, because the funding is allocated over a two-year period. The City has hired the architect for the project. The City is also negotiating with CSX for acquisition of the train station. The project is in the Transportation Improvement Program.

Funding: Design and Construction

$3,000,000	FHWA (ISTEA Enhancement)
375,000	State of North Carolina
375.000	City of Rocky Mount
$3,750,000	Total

Local Sponsor: City of Rocky Mount

Contact: Peter Varney
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Rocky Mount, NC 27802-l 180
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Lead Agency: North Carolina Department of Transportation
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Old San Juan Intermodal Terminal

Project Location: San Juan, Puerto Rico

Description: This project consists of design and construction of a public transit terminal known as the Old San Juan Intermodal Terminal. The proposed terminal will facilitate the relocation of the Metropolitan Bus Authority's existing terminals at Plaza Colon and Ochoa Terminal and publics (jitneys) and taxis at Plaza Colon. In addition, it will help further the redevelopment of the Old San Juan area, particularly its waterfront. The site consists of approximately 113,454 square feet and is located in the western sector of the Islet of Old San Juan on the outskirts of the Old City. The development of a terminal on this site is compatible with existing land uses and with the proposed Old San Juan Development proposals. An intermodal terminal planning study was published in 1982 recommending this site. The terminal will share the site with a new 500+ space parking garage that will cover one-third of the proposed site. At street level the bus terminal will include six parallel berth areas (with appropriate roofing for a passenger loading area shelter) with a minimum capacity for 25 buses with ample front and rear clearance. The architectural concept is consistent with the Old San Juan area's context of the interior patio. The main bus operations make up the patio area. The terminal operations and administration offices, cafeteria, bus driver rest area. sanitary facilities, passenger waiting areas, and spaces for the concessionaires compose the outer frame of the terminal. The plans include the design and construction of a small terminal facility for use by the publicos and taxis that are to be relocated from Plaza Colon. This site is directly north of the proposed bus terminal and consists of 14,535 square feet. This smaller terminal will consist of a passenger loading area (two-vehicle capacity), a vehicle storage area for at least 19 vehicles, an administration/operations and passenger waiting area, and a small roof protecting the loading area. Even though this smaller terminal is separated from the main bus terminal, they will be connected by a pedestrian ramp and stairs and vehicular ramp that will connect to the parking garage. The design will include all the facilities required to make it accessible to the elderly and handicapped, as well as needed amenities such as benches, lighting, signage, and internal communication systems.

Status: The bus terminal construction was completed in June 1990, and the parking garage was completed in December 1984. The publico terminal was not built because of a lack of agreement on land use.

Local Sponsor: City of San Juan

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Landport/Arena Intermodal Terminal

Project Location: Nashville, Tennessee

Description: The Intermodal Surface Transportation Efficiency Act of 1991 contained an Earmark in the amount of $3,700,000 for Nashville to construct an intermodal terminal. The Metropolitan Transit Authority was given the responsibility to implement the project and subsequently instituted a process to select the site and develop the facility. This process resulted in creation of a Landport Advisory Committee that instituted a three-step program for the development of the facility: site selection and program development; environmental clearance; and design and construction management. The site selection process identified the need for two facilities: one in the Railroad "Gulch" area on the western side of downtown and the second in the vicinity of a downtown arena now under construction. The Landport site in the Railroad "Gulch" would host a multilevel facility that would support a bus and shuttle terminal and a customer service center. In addition, parking would be provided for HOVs. Future expansion would include provisions for Amtrak or commuter rail service.

The Tennessee State Historic Preservation Office has determined that the Railroad "Gulch" project would affect the Nashville Union Station Train Shed and Cummins Station. Both properties are listed on the National Register of Historic Places. In addition, the Union Station Train Shed is a National Historic Landmark. As such, a memorandum of agreement for the project has been executed by the Federal Transit Administration, the Tennessee State Historic Preservation Office, and the Advisory Council on Historic Preservation.

The plans for the arena site are being developed. The State of Tennessee included $553,600 in its FY 1994 Section 3 Earmark to fund engineering and design. The balance of the project will be funded with formula or discretionary resources.

Status: Funding in the amount of $3,700,000 for the Railroad "Gulch" Landport site was approved in FY 1994. The funding for the design of the Arena Landport site is pending Section 13 (c) certification.

Funding:

$3,700,000	FTA (Section 3 FY 1994 Earmark)
460,000	State
460,000	Local
$4,620,000	Total

Local Sponsor: Metro Transit Authority

Contact: Bob Babbitt
Executive Director
130 Neston Street
Nashville, TN 37210
(615) 862-6147
Fax: (6 15) 862-6208

Landport/Arena Intermodal Terminal

Project Location: Nashville, Tennessee

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Status: Funding in the amount of $3,700,000 for the Railroad "Gulch" Landport site was approved in FY 1994. The funding for the design of the Arena Landport site is pending Section 13 (c) certification.

Funding:

$3,700,000	FTA (Section 3 FY 1994 Earmark)
460,000	State
460,000	Local
$4,620,000	Total

Local Sponsor: Metro Transit Authority

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O'Hare Intermodal Station Study

Project Location: Chicago, Illinois

Description: The proposed intermodal transit center would be located on an airport satellite parking lot that is crossed by a rail line owned by the Wisconsin Central Railroad. A site selection study was done by Metropolitan Rail (Metra) and a preliminary design for a rail terminal has been completed. The purpose of the proposed intermodal transit station is to encourage use of regional and intercity rail transportation to and from O'Hare Airport by improving passengers' ability to transfer between bus, rail, and air. The station would provide a transfer point between the O'Hare people mover and regional and interregional transit providers. Potential transit services to use this facility include Pace bus, Metra commuter rail, Amtrak passenger rail, and the Airport Transit Service (ATS) people mover. This study will focus on the forecast demand, service alternatives, and design options for the proposed station.

Status: The O'Hare Intermodal Station Study Steering Committee met October 6 and accepted the final feasibility report from the consultants TyLin/BASCOR with some modifications. The steering committee should meet before the end of the year to act on the final recommendation. The feasibility report reveals that the station as proposed will be used primarily by airport users arriving and departing by Metra and Amtrak. The quality of the station's connection to the ATS people mover significantly affects demand. The Chicago Area Transportation Study staff recommends that the steering committee endorse the concept of an intermodal passenger station at O'Hare but finds projected transfers at the location under the service configurations envisioned for 2010 inadequate to warrant an extravagant station design. It is recommended that the O'Hare Intermodal Station be included for consideration in the region's 2020 Regional Transportation Plan, The next phase will be to seek Federal funds for station engineering and construction.

Funding:	$160,000	FRA/FTA (Section 26 (b))
	40,000	Local match (Illinois Department of Transportation)
	$200,000	Total

Local Sponsor: Chicago Area Transportation Study

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Lead Agency: FTA
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Tower City Intermodal Transportation Hub

Project Location: Cleveland, Ohio

Description: Tower City Center, which includes Cleveland Union Station, is located in the center of downtown Cleveland, next to the new Gateway Sports Complex. It is the terminus of the rail rapid transit system and local transit. Between 1988 and 1990, the complex went through a $400 million renovation and expansion turning it into one of the most successful downtown retail/entertainment complexes in the nation. The Tower City Center Project included construction of a new station/platform complex within Tower City to unify both the heavy and light rail operations of the Greater Cleveland Regional Transit Authority (GCRTA). A center platform station was constructed that allowed both light and heavy rail trains to operate from one platform in a run-through mode with consolidated fare collection. The work included the construction of the station itself, construction of pedestrian access ways, and modification and construction of track, signal, and catenary systems. The Tower City Center includes two office towers, a large retail mall, and a Ritz-Carlton hotel. There are active plans to develop a new rail trolley system connecting Tower City to the "Flats" entertainment district and Inner Harbor lakefront development, as well as plans for a possible new commuter rail service, Amtrak service, and future high-speed rail service. The station is owned by the GCRTA and Tower City Properties.

Status: The GCRTA has aquisition agreements with Tower City Properties and Tower City Development, Inc., that provide for improvements to the Tower City property. Engineering for the property began in 1984, and construction began in 1988. The facility was opened in 1990.

Funding:

$43,917,063	FTA (includes $1 million Section 3 FY 1995 Earmark)
10,979,266	Ohio Department of Transportation match
4,329,455	Local public/private share
$59,225,784	Total

Local Contact:

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Cleveland, OH 44113
(2 16) 566-5 100
Fax: (216) 241-8307

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Union Passenger Terminal

Project Location: New Orleans, Louisiana

Description: The Regional Transit Authority (RTA) has plans to redevelop the existing Union Passenger Terminal (UPT) into a multimodal transportation center. Existing service includes Amtrak, Greyhound, and a heliport facility. Amtrak currently operates 34 trains a week on five active tracks serving approximately 190,000 passengers a year. Greyhound operates 64 buses a day serving 336,000 passengers a year. RTA is interested in keeping the existing services and increasing intracity rail and bus access to the newly created multimodal transportation center. In addition, light rail is proposed from the Canal Street Project and, in the future, from the airport to the new transportation center. Future commuter rail service is being planned from the outlying communities around New Orleans and the Mississippi Gulf Coast.

This joint development venture includes a State-funded 20,000-seat sports arena and hotel to be constructed on a portion of the UPT property. Other investment opportunities for major development will occur as market conditions in New Orleans warrant. 24 acres of available prime land of the total 60 UPT acres are currently underdeveloped. The terminal would become a tourist information center, gateway to the sports complex, link to the French Quarter and Riverfront via the trolley system, and the focal point for all the transportation improvements that will impact New Orleans. The estimated cost of the station renovation is between $20 million and $40 million.

Status: The RTA has completed the preparation of the Strategic Plan for financing, desig, and development for a Multimodal Transportation Center at the UPT. The RTA has selected a multidisciplinary team to prepare a master site development plan and provide preliminary engineering design, along with the Draft Environmental Impact Statement for the transportation center improvements. The Major Investment Study for the Canal Street Corridor is to be completed shortly. The Canal Corridor Project will recommend construction of a rail maintenance facility at the UPT, as well as a rail line and terminus. The RTA is also discussing other potential uses in the UPT. The MPO has completed several system planning studies on the downtown corridor connection to the airport including airport rail that would use UPT facilities.

Funding:

Strategic Plan

$200,000	FTA (Section 26(b))
50,000	RTA local match
$250,000	Total

Master Plan and Preliminary Engineering

$1,600,000	FHWA (Flexible Funds STP to FTA Section 9)
2,000,000	FTA (Section 3 FY 1995 Earmark)
400,000	State local match
$4,000,000	Total

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MPO: City of El Paso

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Intermodal Transportation Center

Project Location: Ft. Worth, Texas

Description: The Intermodal Transportation Center (ITC) is a regional transportation facility that will serve as a transfer point for commuter rail, Amtrak, excursion rail, and an enhanced bus system. The ITC will provide an inviting environment for public transit users for transfers, waiting, information, and other services. Major expansion and alignment shifts are proposed for I-30 and I-35 in the downtown area as well as completion of the downtown freeway inner loop. The ITC will enhance the efficient overall use and operation of the local and regional multimodal transportation system. The ITC is located at the site of the Texas and Pacific (T&P) Railway Terminal Building, which is on the National Register of Historic Buildings. The planning for the development of the ITC at the T&P site has been underway for several years under the guidance of the Intermodal Steering Committee, which is composed of private and public sector representatives including the Ft. Worth Transportation Authority (the T), and Dallas Area Rapid Transit (DART).

The ITC project will include seven rail passenger tracks (two for Railtran commuter Rail, two for Amtrak, two for future high speed rail, and one for excursion rail); bus terminal facilities for local bus pulse transfer, intercity bus, and airport shuttle bus; Vertiport; terminal support facilities for rail, bus, and airline operations including passenger information, ticketing, baggage handling, and other passenger services; facilities for taxis, auto rental, tour buses, limosines, and shuttle vans; and provisions within the ITC site for a downtown circulator public transportation link between the ITC and CBD.

In addition, a Railtran Commuter Rail Project extends between Ft. Worth and Dallas along the existing 34-mile Railtran corridor that was acquired jointly by the cities in 1983 from the trustee of the former Chicago Rock Island and Pacific Railroad. The cities have designated their transit agencies to develop the commuter rail service under the provisions of a 1994 Interlocal Agreement entered into by the cities, the T, and DART. The service is being implemented in several phases. Phase I (by DART) extends 10 miles from Dallas to South Irving and is scheduled to enter service in late 1995.

Phase 2 (by the T) extends 24 miles from South Irving to Ft. Worth and is planned to enter service in late 1997. Phase 3, which is not scheduled, would extend the line from the existing corridor along a new alignment into Dallas/Ft. Worth International Airport.

Status: The FTA made a Finding of No Significant Impact (FONSI) for the Fort Worth Intermodal Transportation Center and Phase II of the Railtran project on January 14, 1994.

The FONSI is subject to the condition that the renovation of the first two floors of the T&P Building will be carried out in accordance with "The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitation of Historic Buildings."

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1600 Throckmorton, Suite 204
Ft. Worth, TX 76102
(817) 871-8858
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MPO Contact: MPO
Janet Kennison, Administrator
434 S. Main, Suite 205
San Antonio, TX 78204
(2 10) 227-865 1

Other Contact: John Cikota
Railroad Development
FRA
400 7th Street, SW
Washington, DC 20590
(202) 366-6933

REGION 7

Intermodal Transportation Facility

Project Location: Des Moines, Iowa

Description: A new intermodal facility is being planned in northern downtown Des Moines. The structure will include a new transit station, a parking structure which to hold up to 1,300 cars, and access to two new downtown shuttle bus routes. A day-care center is also being considered for the facility. Metro Transit will own the property.

Status: The feasibility study is complete. Herbert Kruse Louis & Blunck Architects have been selected to do the design and will begin work following approval of FTA funds. The design phase is estimated to take 6 months to complete and construction 14 months to complete. Historical and archeological analysis have yet to be completed, which have caused delays in the final design. Design work is expected to begin in mid-November 1994, and construction is anticipated to begin in summer 1995. The project is in the Transportation Improvement Program. Amtrak serves Des Moines by Ambus service to Omaha.

Funding: Total development cost

$15,885,480	FTA (Section 3)
3,971,370	Local match
$19,856,850	Total

Cost Breakdown

$ 3,578,850	Land
12,993,000	Parking garage
1,089,000	Facilities
1,056,000	Design and supervision
1,140,000	Vehicle purchases
$19,856,850	Total

Local Sponsor: Des Moines Metropolitan Transit Authority

Contact: Steve Spade
General Manager
1100 MTA Lane
Des Moines, IA 50309
(515) 283-8115
Fax: (515) 283-8135

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General Manager
1100 MTA Lane
Des Moines, IA 50309
(515) 283-8115
Fax: (515) 283-8135

Lead Agency: None to date.

Other Contacts: David A. Warm
Executive Director
Mid-America Regional Council
600 Broadway, Suite 300
Kansas City, MO 64105-1536
(816) 346-0200

Multimodal Transportation Center

Project Location: St. Louis, Missouri

Description: Amtrak left Union Station in 1978 and has been operating out of a temporary station consisting of multiple connected trailers. The current location of this temporary station is not accessible by any transportation mode other than automobile. When MetroLink was being planned, a joint light rail/Amtrak station was investigated. However, effective integration of the two services in a desirable location did not occur at the time.

Now, public sentiment has grown, and various interest and business groups have assembled to show the need to build a new station. This new proposed transportation center will combine an Amtrak passenger terminal and Greyhound bus passenger and baggage operation as well as provide an additional MetroLink station (a new light rail system); and a new downtown heliport. Connecting all these operations will allow easy transfer between modes and provide convenient access to downtown St. Louis.

Citizens for Modern Transit enlisted public support to examine a feasible location for a multimodal transportation center. In 1990/91, the City of St. Louis, the Bi-State Development Agency, Amtrak, and the Missouri Highway and Transportation Department funded a study to determine the engineering and operating feasibility of constructing a multimodal transportation center at the intersection of Jefferson and Scott avenues on the western edge of downtown.

Status: The FY 1992 U.S. Department of Transportation Appropriations Act required the Secretary to make $2 million available for the planning and design activities for a multimodal regional transportation center. This project is a shared undertaking by FRA, FHWA, FTA, and FAA with FTA serving as the lead agency. These funds have been converted into a FTA Section 3 Rail Mod Grant to the East-West Gateway Coordinating Council (MPO) as the grant recipient. The special grant conditions are: (1) a detailed scope of work to be reviewed and accepted by FTA was developed; and (2) funds cannot be drawn down for design activities until products of the planning process have been submitted and accepted by FTA.

A notice to proceed was given to the City of St. Louis by the East-West Gateway Coordinating Council in early 1994. A notice to proceed for consultant services was executed by the City of St. Louis. In the FTA grant submission, the expected completion date was December 1994. However, this date will be pushed back to early 1996. A detailed scope of services was recently approved by the FTA. The cost of the entire project is expected to be approximately $30 million. The current study is to be conducted in three parts: (1) a project definition phase to include a project management plan, travel demand analysis, and site selection; (2) a planning and conceptual design phase; and (3) a final design and implementation plan phase. (Project Grant: MO-03-0037)

Multimodal Transportation Center

Project Location: St. Louis, Missouri

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Intermodal Terminal Study

Project Location: Springfield, Missouri, and Branson, Missouri

Description: Branson, Missouri, is now billed as America's Country Music Show Capital. Tourists number over five million annually. In addition to the country music show business, Branson offers both a recreational lake and a theme park and is known as a family vacation destination. Existing public ground transportation options open to tourists are limited. Currently available public ground services include charter and rental buses, regular bus service, and a regional airport limousine service.

On June 10, 1992, Governor Ashcroft called Branson's traffic congestion an "economic emergency" requiring immediate action. The Governor proposed three action items including an 18-mile outer loop; expedition of construction of a mile and one-half connector; and an intermodal study. Currently, there is only freight service by the Union Pacific System which makes one stop at Branson daily. The Springfield Regional Airport is 40 miles north of Branson. A passenger rail link connecting Branson with Springfield and its airport would provide opportunities to tie both air and rail to the final destination of Branson. In January 1993, the Springfield Airport Board employed Parsons Brinckeroff to do a preliminary feasibility study of the area's regional transportation needs. A part of this study concept includes a multimodal passenger facility at the airport and a possible rail/surface transportation station in the City of Branson.

Status: In May 1994, the Missouri Highway and Transportation Department (MHTD) and the Southwest Missouri Advisory Council of Governments began the Branson Area Intermodal Transportation Study. The study will address access to the Branson area, movement of people and goods by means other than private automobiles, application of state of the art technology including Intelligent Transportation Systems and people movers, interconnection of all modes that serve the area, and implementation and financing procedures for the study recommendations. Total cost of the study is $300,000, with the Federal share funded through Missouri Statewide Planning funds provided by the Federal Highway Administration. The local share is provided by Taney County, Stone County, and the City of Branson. The study is expected to be completed in May 1995.

Local Sponsor: Missouri Highway and Transportation Department
Contact: Dave Snider, Director of Planning
P.O. Box 270
Jefferson City, MO 65 102
(314) 751-3758
Lead Agency: Federal Highway Administration (Missouri Division)
Contact: Dave Edwards, Planning and Research Engineer
P.O. Box 1787
Jefferson City, MO 65 102
(314) 636-7104

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REGION 8

Denver Union Intermodal Terminal Study

Project Location: Denver, Colorado

Description: A study was undertaken to integrate past and current project activities such as the Regional Transportation District's (RTD) north I-25 Bus/HOV lane project; the Southwest Corridor Alternatives Analysis; Denver's Air Train project to the new airport; and Amtrak's El Paso to Denver rail passenger service, with supplementary technical work as necessary. This will determine the feasibility of an intermodal facility at the existing Denver Union Terminal (DUT). For DUT to function as a true intermodal facility, it needed to be developed and consider the following:

- the facility must promote through-trips rather than single-point destination trips;
- the facility should function as an interconnecting point for a future extensive regional transit system;
- the presence of intercity rail service is desirable for DUT to act as a true regional transit facility; and
- to function as an efficient intermodal facility, DUT should focus on making a multimodal trip single, seamless trip.

Status: The first phase of the study was completed in December 1993. This phase (funded by the City and County of Denver and the DUT Board of Directors) defined the appropriate elements that could be accommodated at the proposed DUT site. Funding for Phase II has been secured from the City of Denver, Colorado Department of Transportation, DUT Board of Directors, RTD, and the EPA. The Denver Regional Council of Governments, the MPO, is participating in the study process, but is not contributing financially. The second phase, which is currently underway, will define a design concept, include an operating proform, and identify a potential funding analysis.

Funding:		
	$ 56,200	Environmental Protection Agency
	10,000	CDOT
	12,500	RTD
	12,500	DUT
	34.400	City/County of Denver
	$125,600	Total

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	12,500	DUT
	34.400	City/County of Denver
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International Airport Access Study

Project Location: Denver, Colorado

Description: A feasibility study to evaluate alternative transit modes and alignments between downtown Denver and the new Denver International Airport (DIA) is underway. DIA is located 23 miles northeast of downtown in a primarily undeveloped area, with the principal access from the metropolitan area being I-70 and Peña Boulevard. This study includes costs, ridership, and operating feasibility of the various alternatives. One potential solution for the transportation need is a modified commuter rail service called Air-train, which is a high-speed train link between downtown Denver, Stapleton International Airport (SIA), and DIA. The Denver Union Terminal and Stapleton would be developed as intermodal stations providing direct connections with taxis, limousines, buses, autos, Amtrak, the Ski Train, and the Regional Transportation District.

Status: On October 22, 1992, the FTA awarded the City/County of Denver, through its MPO, the Denver Regional Council of Governments, $93,000 to fund a portion of the $475,000 study to develop improved access alternatives, including rail, to Denver's new DIA. The City/County of Denver requested the U.S. Department of Transportation to name a lead agency to oversee the Environmental Impact Statement (EIS) process. The FTA and FAA were named joint lead agencies to approve the EIS for DOT. The FRA and FHWA were named cooperating agencies. The Air-train project study is in the Transportation Improvement Program and is referenced in Denver's 2015 Plan. A three-level screening process was applied to potential transit alternatives, and three made it through the first two levels: exclusive bus/HOV, light rail transit; and commuter rail. The results of the comparative screening process show that the only one potential alternative, commuter rail, clearly satisfied all six project objectives as measured by the screening criteria. Therefore, this alternative was carried into the EIS stage along with the No-Action Alternative as the base case. The Final EIS has indicated that some issues of project level conformity remain. The study effort is now complete.

Funding:

Feasibility Study	
$93,000	FTA/FRA (Section 26(b))
108,000	FAA
24,000	EPA/Colorado Department of Health
220,000	City/County of Denver
5,000	U.S. Department of Energy
25,000	Colorado Department of Transportation
$475,000	Total

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$475,000	Total

REGION 9

Train Station

Project Location: Emeryville, California

Description: Since the Loma Prieta earthquake in October 1989 caused irreparable damage to the Oakland Amtrak Station, the City of Emeryville announced plans to build a terminal facility to serve the Oakland area. Therefore, Amtrak, in partnership with the City of Emeryville, built a new 9,600 square-foot train and bus station. By virtue of location, almost at the foot of the Bay Bridge, Emeryville is a connection for the several transit bus routes going to downtown San Francisco from East Bay. Wareham Development Corporation owns and leases the station to the City, the City subleases the facility to Amtrak. This station is becoming a major commuter rail and bus transfer hub with Alameda Contra-Costa Transit having bus route connections through Emeryville and providing service to the San Francisco Bay Area Rapid Transit District (BART) system. The City of Emeryville will also be providing a free citywide shuttle system that will run from BART to the Amtrak station connecting the major employment, residential, and commercial sections of the City. The original project cost estimate was $10.5 million; however the actual cost to build the station was $6.5 million,

Status: The station opened for business August 13, 1993, with 14 trains a day traveling between Oakland and Bakersfield and 3 trains running each way between San Jose and Sacramento. The station was built in less than a year from concept to completion. Between 500 to 700 riders a day use this station.

Funding: Construction
$7 million (City of Emeryville issued a tax revenue bond)

Local Sponsor: City of Emeryville
Redevelopment Agency

Contact: Kofi Bonner
Director
Department of Economic Development and Housing
2200 Powell Street, 12th Floor, Suite 1200
Emeryville, CA 94608-l 806
(5 10) 596-4350
Fax: (5 10) 658-8095

Lead Partner: Amtrak

Contact: William Negron
Project Manager
60 Massachusetts Avenue, NW
Washington, DC 20002
(202) 906-3880

REGION 9

Train Station

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(5 10) 596-4350
Fax: (5 10) 658-8095

Lead Partner: Amtrak

Contact: William Negron
Project Manager
60 Massachusetts Avenue, NW
Washington, DC 20002
(202) 906-3880

Union Passenger Terminal

Project Location: Los Angeles, California

Description: Since its opening in 193 8, the Los Angeles Union Passenger Terminal has been one of the most important intermodal rail centers in both Los Angeles and southern California. Union Station is the fifth largest station for Amtrak riders in the country, bringing 5,000 visitors, tourists, and commuters to Los Angeles each day with 68 operating trains. With the implementation of the Metro Red Line and Metrolink commuter rail service in 1993, approximately 20,000 passengers now arrive at Union Station daily. It is anticipated that the increased demand for commuter, urban, intercity, transcontinental rail, and high-speed rail will greatly exceed Union Station's existing capacity to accommodate them. The long-term plan will be an increase of 250 trains a day coming into Union Station. The proposed intermodal terminal will be the hub for five commuter rail lines, five intercity lines, Metrorail, and light rail service. Previously owned in a joint partnership by Southern Pacific, Santa Fe, and Union Pacific, Union Station was sold to Catellus Development Corporation in 1990. Extensive redevelopment of the 52-acre site is underway by Catellus to create an intermodal terminal and office/shopping complex. The project should take about 5 years to complete. The Southern California Association of Governments, the MPO, in cooperation with the Los Angeles County Metropolitan Transportation Authority (MTA), and California Department of Transportation (Caltrans) has a $300,000 study underway to develop a multimodal plan for long-term access and capacity improvements required for the Los Angeles Union Passenger Terminal to accommodate future commuter trains, freight trains, metrorail, urban transit, high-speed rail, intercity bus, and intermodal access in a manner that will support public investment decision making based on full and complete analysis and information. This study will take between six months and a year to complete and will coordinate all train movement in a three- to five-mile radius of the station. The total estimated cost for the intermodal transit center is $149,543,000.

Status: The project is under construction. As of September 1994, design work for the MTA Headquarters Facility and the Intermodal Facility was complete. The construction status is as follows: the bus plaza is 41% complete; the portal is 13% complete; the Vignes Street realignment is 23% complete; the Ramerez busway has not started yet; the utilities relocation and upgrade is 61% complete; and the Headquarters Facility is 44% complete. The mutimodal coordination study is underway.

Funding:

Coordination Study	
100,000	FTA (Section 26(b))
100,000	Caltrans
100,000	MTA
$300,000	Total

Union Passenger Terminal

Project Location: Los Angeles, California

Description: Since its opening in 193 8, the Los Angeles Union Passenger Terminal has been one of the most important intermodal rail centers in both Los Angeles and southern California. Union Station is the fifth largest station for Amtrak riders in the country, bringing 5,000 visitors, tourists, and commuters to Los Angeles each day with 68 operating trains. With the implementation of the Metro Red Line and Metrolink commuter rail service in 1993, approximately 20,000 passengers now arrive at Union Station daily. It is anticipated that the increased demand for commuter, urban, intercity, transcontinental rail, and high-speed rail will greatly exceed Union Station's existing capacity to accommodate them. The long-term plan will be an increase of 250 trains a day coming into Union Station. The proposed intermodal terminal will be the hub for five commuter rail lines, five intercity lines, Metrorail, and light rail service. Previously owned in a joint partnership by Southern Pacific, Santa Fe, and Union Pacific, Union Station was sold to Catellus Development Corporation in 1990. Extensive redevelopment of the 52-acre site is underway by Catellus to create an intermodal terminal and office/shopping complex. The project should take about 5 years to complete. The Southern California Association of Governments, the MPO, in cooperation with the Los Angeles County Metropolitan Transportation Authority (MTA), and California Department of Transportation (Caltrans) has a $300,000 study underway to develop a multimodal plan for long-term access and capacity improvements required for the Los Angeles Union Passenger Terminal to accommodate future commuter trains, freight trains, metrorail, urban transit, high-speed rail, intercity bus, and intermodal access in a manner that will support public investment decision making based on full and complete analysis and information. This study will take between six months and a year to complete and will coordinate all train movement in a three- to five-mile radius of the station. The total estimated cost for the intermodal transit center is $149,543,000.

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Funding:

Coordination Study	
100,000	FTA (Section 26(b))
100,000	Caltrans
100,000	MTA
$300,000	Total

Intermodal Transportation Facility

Project Location: Oakland, California

Description: The 1989 earthquake caused irreparable damage to the Oakland Amtrak Station, as well as the collapse of nearby elevated highway I-880. Amtrak was forced to relocate the Oakland Station operations temporarily into adjacent Southern Pacific facilities located at 16th and Wood streets. Ridership for June 1992 to July 1993 to and from the Oakland Amtrak Station, averaged 925 daily passengers, excluding bus transfers to San Francisco. The Port of Oakland proposes to build and lease an intermodal transportation facility that includes rail and local bus passenger services on a site near Jack London Village. This project is a partnership among the California Department of Transportation (Caltrans), the Port of Oakland, Southern Pacific Railroad, and Amtrak. The new transcontinental station will be an approximately 17,000-square-foot, full-service intermodal rail and bus passenger facility. It will have two boarding platforms and station facilities such as full baggage, ticket, and express mail services together with track, signal, and roadway improvements for the Embarcadero Boulevard. In addition, there will be a pedestrian bridge over Embarcadero Boulevard to additional parking and amenities in Jack London Village. Alameda Contra-Costa Transit will have transit connections and is planning to reroute a major trunk line to terminate behind the new station, as well as provide service that feeds San Francisco Bay Area Rapid Transit. The Port of Oakland provides ferry service across the bay to San Francisco and averages 600 to 800 passengers a day. The Port is planning a shuttle to the existing ferry and is in the process of buying a high-speed ferry to meet increased demand. In the future, there will be a connection to Oakland Airport. The total project cost for the track and station is $14,566,000 (the cost for the station alone is $9,066,000).

Status: The project is currently under construction. Southern Pacific Railroad is performing all track and signal work. A contract has been awarded to SHC MARK/Diversified, General Contractor, worth $6,244,000. The target opening date is spring 1995.

Funding: Design, Station Construction, and Associated Track Work

$ 6,602,000	State (108 Rail Bond) ($700,000 for track)
3,164,000	State (Transit Capital Improvement)
1,800,000	State (116 Rail Bond) track work
2,000,000	FEMA relief (for track)
1,000,000	Federal (130 Grade Crossing Program)
$14,566,000	Total

Local Sponsor: Caltrans

Contact: Susan Stewart
Project Manager
Department of Transportation
Division of Rail
1801 30th Street, East Building
Sacramento, CA 94274-000 1
(916) 227-9410

Lead Agency: Port of Oakland

Contact: Steve Hanson
Commercial Real Estate Department
530 Water Street
Oakland, CA 94607
(510) 272-1281
Fax: (5 10) 839-2793

Local Sponsor: Caltrans

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Lead Agency: FTA (Region 9)

Contact: Donna Turchie
Program Operations
2 11 Main Street, Suite 1160
San Francisco, CA 94105- 1926
(415) 744-3133
Fax: (415) 744-2726

Other Contact: Steve Ron
County of San Diego
9335 Hazard Way, Suite 104
San Diego, CA 92123
(619) 694-3558

Lead Agency: FTA (Region 9)

Contact: Donna Turchie
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(415) 744-3133
Fax: (415) 744-2726

Other Contact: Steve Ron
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San Diego, CA 92123
(619) 694-3558

Other Contact: Linda Wilford
Chief Right-of-Way Project Manager
Caltrans (District 12)
250 1 Pullman Street
Santa Ana, CA 92705
(714) 724-2432

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250 1 Pullman Street
Santa Ana, CA 92705
(714) 724-2432

Landside Improvements (Ferry Building)

$1,000,000	FHWA ISTEA FY 1993 preliminary design and environmental review
1,000,000	FHWA ISTEA FY 1994 Construction
120,000	FHWA (Section 1064)
3,000,000	FEMA
250,000	Port of San Francisco
200,000	FHWA (Section 1064) FY 1995
1,000,000	FTA (Section 3) FY 1995 Earmark
35.000.000	Private development investment
$41,570,000	Total committed and pending

$20,430,000 funding shortfall

Local Sponsor: Port of San Francisco
Contact: Paul Osmundson
Development Project Coordinator
Ferry Building
San Francisco, CA 94111
(4 15) 274-0546
Fax: (415) 274-0630

Lead Agency: Caltrans
Contact: Richard Monroe
Senior Engineer
P.O. Box 23660
Oakland, CA 94623-0660
(5 10) 286-5222

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Contact: Richard Monroe
Senior Engineer
P.O. Box 23660
Oakland, CA 94623-0660
(5 10) 286-5222

Local Sponsor: City of Portland
Office of Transportation

Contact: Stephen Iwata
Transportation Planner
Office of the Director
1120 SW 5th, Room 702
(503) 823-7734

Lead Agency: FTA (Region 10)

Contact: Pat Levine
Deputy Regional Administrator
Jackson Federal Building
915 2nd Avenue, Suite 3 142
Seattle, WA 98 174-7954
(206) 220-7954

Multimodal Transportation Center

Project Location: Bellingham, Washington

Description: The Port of Bellingham is working with the Washington State Department of Transportation (WSDOT), the City of Bellingham, Whatcom County Council of Governments, the National Railroad Passenger Corporation, Burlington Northern, Greyhound, Whatcom Transportation Authority, and others to create a multimodal transportation center. The center will accommodate existing ferry service, Amtrak, regional and intercity buses, airport shuttles, taxis, and bicycles. A duty free shop, gift shop, food and beverage service, travel agency, and visitor information service will also be incorporated into the center. The Port of Bellingham has agreed to own, operate, and maintain the facility for 25 years. The project is in the Transportation Improvement Program.

Status: Design and development plans began on August 1, 1994. Completion of design and development is expected by June 30, 1995.

Funding:		
	$2,200,000	WSDOT (Rail Division)
	500,000	FHWA (STP)
	1,150,000	Port of Bellingham
	$3,850,000	Total

(The Port of Bellingham also donated the land and building, which have an appraised value of $750,000.)

Local Contact:
Lani Calkins
Fairhaven Terminal Manager
Port of Bellingham
355 Harris Avenue, Suite 100
Bellingham, WA 98225
(206) 676-2500
Fax: (206) 676-7663

Other Contact:
Alan Harger
WSDOT
P.O. Box 47370
Olympia, WA 98504-7370
(206) 705-7989
Fax: (206) 705-6821

Multimodal Transportation Center

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Bellingham, WA 98225
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Local Contact: Paul Mar
Community Services Department
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Edmonds, WA 98020
(206) 77 l-0220
Fax: (206) 77 l-022 1

Lead Agency: FTA (Region 10)
Contact: Patricia Levine
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Fax: (206) 220-7959

Other Contact: Jim Eastman
Rail Branch
WSDOT
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Vancouver, WA 98668
(206) 705-7903

Transportation Center Study

Project Location: Everett, Washington

Description: A new transportation center is being proposed to replace the existing Amtrak station in Everett. The facility would accommodate Amtrak, commuter rail, Greyhound, public transit (Everett Transit and Community Transit), a park-and-ride lot, a taxi-drop off area, retail space, and nonmotorized access. The transit agencies, Greyhound, Amtrak, the nonmotorized community, and the Chamber of Commerce have been advising the City on the project. The Burlington Northern Railroad has committed to donate its right of way to the City to develop the center. The project is in the Transportation Improvement Program. Two sites are under consideration: one in downtown and the other on the periphery of the downtown area.

Status: The final scoping for the site selection was completed in summer 1994. Zimmer Gunsul and Frasca Partnership has been selected as the consultant for the study. The site will be selected and the Final Environmental Impact Statement will be published by April 1995. Right-of-way and preliminary site design and engineering (PS&E) will commence in June 1995, and construction is scheduled to begin in summer 1996. Funding is secure to complete the site study. Phase two funding is being sought.

Funding: Site Selection, Environmental and Preliminary Design Work:

$ 15,000	Everett Transit
85,000	WSDOT
125,000	Central Puget Sound Public Transportation Account
100.000	High Capacity Transit
$325,000	Total

Phase II Right-of-way acquisition and PS&E ($5 million-$10 million estimated cost)

$1,000,000	FHWA (STP) (approved)

Local Contact:

Paul Kaftanski
Transportation Systems Manager
Transportation Service Department
City of Everett
3225 Cedar Street
Everett, WA 98201
(206) 259-8908
Fax: (206) 259-8856

Transportation Center Study

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Local Contact:

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Transportation Systems Manager
Transportation Service Department
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Local Sponsor: City of Seattle
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City of Seattle
600 4th Avenue, Room 600
Seattle, WA 98 104
(206) 684-8370
Fax: (206) 684-8581

Local Grantee: WSDOT
Contact: Jim Eastman
Rail Passenger Program Engineer
P.O. Box 47370
Olympia, WA 98504-7320
(206) 705-7903

Lead Agency: FTA (Region 10)
Contact: Pat Levine
Deputy Regional Administrator
Jackson Federal Building
9 15 2nd Avenue, Suite 3 142
Seattle, WA 98174- 1002
(206) 220-7954

Other Contact: John F. Cikota
Office of Railroad Development
Federal Railroad Administration
400 7th Street, SW
Washington, DC 20590
(202) 366-9332

Intermodal Facility

Project Location: Spokane, Washington

Description: Spokane's historic train depot is in the process of restoration. The facility will accommodate intercity bus, Amtrak, local transit, and taxi service. Food facilities will also be available to customers. The project began in 1989, and construction is expected to be completed in fall 1994. The City of Spokane will own the station. The project is in the Transportation Improvement Program.

Status: The depot has been under construction since May 1993 and is scheduled to be completed by the end of November 1994. The grand opening is scheduled for December 12, 1994.

Funding: Construction

$4,200,000	FTA (Section 3)
150,000	City of Spokane
300,000	WSDOT
1,930,000	Transportation Improvement Board
50,000	Power Washington grant
600,000	Spokane Transit
100,000	Amtrak
162,000	Intercity bus
150,000	Burlington Northern
750.000	Washington State Legislature
$8,392,000	Total

(WSDOT provided additional funding for the land acquisition.)

Local Contact:
Glenn Miles
Transportation Manager
Spokane Regional Transportation Council
808 West Spokane Falls Boulevard, Room 627
Spokane, WA 99201
(509) 625-6370
Fax: (509) 625-6988

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Spokane Regional Transportation Council
808 West Spokane Falls Boulevard, Room 627
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(509) 625-6370
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Dome Station

Project Location: Tacoma, Washington

Description: The initial project will provide additional park-and-ride capacity to support the I-5 corridor express bus service between Seattle, Tacoma, and Olympia. Park-and-ride lot expansion will allow express bus service expansion including new mid-day and evening service. The project will support, but does not require, proposed expansion of high occupancy vehicle (HOV) lanes on I-5 between the project access and downtown Seattle. The facility is located to support future high-capacity transit systems under consideration by the Regional Transit Authority. Private transportation service providers such as intercity bus and airport shuttle operations will also be integrated into the final design. A regional transit plan with a commuter rail component is scheduled for a public vote to adopt the system and local funding in the first half of 1995. If approved, Seattle-to-Tacoma commuter service could be operating in 1997. Incorporation of Amtrak and potential regional rapid rail are also under consideration. Burlington Northern owns the train station. The project is included in the current Puget Sound Regional Council's Transportation Improvement Program and in the Washington State Transportation Improvement Program. Pierce Transit will own the station.

Status: Construction of the first phase of the project will begin in early 1995. The Regional Transit Authority will need to approve the commuter rail and intercity rail projects before any further work can be done on the rail station components of this facility.

Funding:

Land Acquisition

$2,055,813	FHWA (CMAQ)
1,289,873	FTA (Section 9)
1,120,000	CPSPTA (Central Puget Sound Public Transportation Account)
320,845	CMAQ local match
3 10,552	FTA (Section 9) local match
280,000	CPSPTA local match
$5,377,083	Total

Final Design

$ 880,000	FTA (Section 9)
220,000	Local match
$1,100,000	Total

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Final Design

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Chelan-Douglas Intermodal Project

Project Location: Wenatchee, Washington

Description: The Chelan-Douglas Public Transportation Benefit Area, also known as Link, is proposing an intermodal Hub project. The project, in conjunction with other public and private sector groups, incorporates the construction and operation of four elements in or near the Wenatchee central business district: (1) a transportation Hub that includes an off-street bus transfer center; (2) a pedestrian streetscape connection; (3) a pedestrian/bicycle access bridge to connect an inter-community bike and walking trail; and 4) a passenger rail depot. The Hub will serve Link (local public transit), Greyhound, and Empire Lines. Three possible sites for the Hub are in the final environmental assessment review. Site selections for the rail depot and access bridge have tentative approval. It is expected that ownership for the rail depot and bridge will rest with the City of Wenatchee and the Hub will be with Link. The project is in the Transportation Improvement Program.

Status: The feasibility study was completed in 1992. The site selection should be completed in fall 1994. Construction is projected to be finished by December 1996.

Funding:

Estimated Cost of Project

$ 3,000,000	Off-street transit center
3,700,000	Transportation complex
300,000	Pedestrian streetscape
1,900,000	Pedestrian connection
3 50,000	Railroad depot
925,000	Contingency
$10,175,000	Total

Proposed Funding

$ 8,140,000	FTA (Section 3) and FHWA (ISTEA Enhancement)
2,035,000	Local match
$10,175,000	Total

Committed funding

$2,000,000	FTA (FY 1995 Section 3 Earmark)
l-914.305	FTA (FY 1994 Section 3 Earmark)
$3,914,305	Total

Local Contact:

Dennis Davis-Bloom
Service Development Manager
Link
P.O. Box 3244
Wenatchee, WA 98870
(509) 662-l 155
Fax: (509) 662-1595

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Local Contact:

Dennis Davis-Bloom
Service Development Manager
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P.O. Box 3244
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Pacific Central Station

Project Location: Vancouver, British Columbia, Canada

Description: In 1992, when ownership of the station transferred from Canadian National Railways to VIA Rail (Canadian National Passenger Railroad Corporation), work began to convert this station into an intermodal transportation center. This heritage station went through $6 million of improvements, including seismic reconstruction and interior and exterior renovations. The 33,000-square-foot concourse level houses a VIA ticket office and baggage center, a Greyhound ticket office, Budget Rent-a-Car, McDonalds, Royal Bank, a photo booth, and an arcade. The concourse leads out to the railroad and bus platforms that serve VIA Rail, Greyhound, Pacific Coast buses, Maverick buses, Great Canadian Rail Company, airport shuttles, and private tour buses. The upper level of the station is office space for Canadian National Railways, VIA Rail, and Greyhound. The project was funded entirely by VIA Rail and the bus companies.

Status: A five year improvement program is continuing at the station. Exterior work such as stone work and window painting are in progress. VIA Rail is working with Amtrak, the State of Washington, and the Burlington Northern to implement a new rail line between Vancouver and Seattle. A U.S./Canadian joint-use customs and immigration inspection facility will be incorporated into the Vancouver station. This rail line is expected to start running in April 1995.

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Other Contacts:
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Linda C. Plate
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Transportation Department
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Fax: (202) 906-2652

Pacific Central Station

Project Location: Vancouver, British Columbia, Canada

Description: In 1992, when ownership of the station transferred from Canadian National Railways to VIA Rail (Canadian National Passenger Railroad Corporation), work began to convert this station into an intermodal transportation center. This heritage station went through $6 million of improvements, including seismic reconstruction and interior and exterior renovations. The 33,000-square-foot concourse level houses a VIA ticket office and baggage center, a Greyhound ticket office, Budget Rent-a-Car, McDonalds, Royal Bank, a photo booth, and an arcade. The concourse leads out to the railroad and bus platforms that serve VIA Rail, Greyhound, Pacific Coast buses, Maverick buses, Great Canadian Rail Company, airport shuttles, and private tour buses. The upper level of the station is office space for Canadian National Railways, VIA Rail, and Greyhound. The project was funded entirely by VIA Rail and the bus companies.

Status: A five year improvement program is continuing at the station. Exterior work such as stone work and window painting are in progress. VIA Rail is working with Amtrak, the State of Washington, and the Burlington Northern to implement a new rail line between Vancouver and Seattle. A U.S./Canadian joint-use customs and immigration inspection facility will be incorporated into the Vancouver station. This rail line is expected to start running in April 1995.

Local Contact:
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Ferryboat: Passenger-carrying marine vessel providing frequent bridge service over a fixed-route and on a published time schedule between two or more points.

FHWA: Federal Highway Administration

FHWA Enhancement Grant: Transportation enhancements activities eligible for funding under the Surface Transportation Program of ISTEA. These enhancements include any project or the area to be served by the project, provision of facilities for pedestrians and bicycles, acquisition of scenic easements and scenic or historic sites, scenic or historic highway programs, landscaping and other scenic beautification, rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals), and the preservation of abandoned railway corridors.

Fiscal Year (FY): The Federal Government fiscal year runs October 1 through September 30.

FRA: Federal Railroad Administration.

FTA: The Federal Transit Administration, formerly known as the Urban Mass Transportation Administration (UMTA).

FTA Section 3 Assistance (now known as 49 U.S.C. 5309): This section enables the Secretary of Transportation to make discretionary capital grants to States and local public entities to finance specific types of public transportation projects. Section 3 funds are usually divided among rail modernization, new rail starts, bus, planning, and other projects, including the transportation of elderly and disabled individuals.

FTA Section 9 Assistance (now known as 49 U.S.C. 5307): This section governs the distribution of public transit capital and operating formula block grant appropriations made by Congress each year, among urbanized areas across the nation.

FTA Section 13C (now Known as 49 U.S.C. 5333(b)): This section affects the interests of employees affected under FTA Section 3 assistance (49 U.S.C. 5309). Protective arrangements include the preservation of rights, privileges, and benefits under existing collective bargaining agreements, the continuation of such collective bargaining rights, and the protection of individual employees against a worsening of their employment conditions.

FTA Section 18 Assistance (now known as 49 U.S.C. 5311): This section governs the expenditure for public transportation projects in areas other than urbanized areas on the basis of a formula based on total population of nonurbanized areas of a State, according to the Federal Census.

FTA Section 26(b) Assistance (now known as 49 U.S.C. 5313/5314): This section governs funds for grants and contracts for a State/national planning research program for the purpose of research, development, and demonstration projects, metropolitan planning, training programs, and human resource programs.

Heavy Rail: Service that includes commuter rail, a short-haul passenger service operating in metropolitan and suburban areas; Amtrak intercity passenger trains operating between points designated by the Secretary of Transportation; and transit rapid rail service with motive capability driven by electric power usually drawn from a third rail, configured for passenger traffic, usually operated on exclusive rights-of way, utilizing generally longer trains, and consisting of longer station spacing than Light Rail.

Heliport: An area of land or any structure used or intended to be used for the landing and takeoff of helicopters.

High-Occupancy Vehicle (HOV) Way: Exclusive or controlled access right of way that is restricted to high-occupancy vehicles at all times or for a set time. The designation of a HOV facility is determined by State and/or local officials.

High-Speed Rail: All forms of nonhighway ground transportation that run on rails providing transportation service that is resonably expected to reach sustained speeds of more than 125 miles per hour and that is available to members of the general public as passengers.

Intercity Bus: A standard-size bus equipped with front doors only, high-backed seats, luggage compartments separate from the passenger compartment, and usually rest room facilities for high-speed, long-distance service.

Intermodal Terminal Committee: A U.S. Department of Transportation group with representatives from FAA, FHWA, FRA, FTA, MARAD, and the Office of Intermodalism that meets to discuss and address intermodal issues.

Intermodal Transportation: A trip requiring a transfer from one form of travel to another.

ISTEA: Intermodal Surface Transportation Efficiency Act of 199 1.

Jitney: Passenger cars or vans that operate on fixed routes (sometimes with minor deviations) without fixed schedules or fixed stops. The level of service is regulated, although it is based primarily on demand.

Joint Development: An arrangement between public transit agencies and a private individual or organization that involves revenue sharing and/or cost sharing. This could involve private sector payments to a public agency or private sector sharing of capital costs. These arrangements between the private and public sector are based on the recognition that a public transit facility at a specific location enhances current or potential real estate development.

Light Rail: A type of railway transit vehicle with a light volume of traffic compared with that of heavy rail. Light rail may be on exclusive or shared rights of way, high or low platform loading, multicar trains or single cars and automated or manually operated and includes people movers.

Maglev (magnetic levitation): A new transportation technology in which vehicles travel at speeds of 250 to 350 miles per hour or higher while suspended, guided, and propelled above a guideway by magnetic fields.

Major Investment Study: Study of a high-type highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or sub area scale.

MARAD: Maritime Administration.

Metropolitan Planning Organization (MPO): The areawide agency responsible for conducting the continuous, cooperative, and comprehensive urban transportation planning process. It is also the single, regionwide recipient of Federal funds for transportation planning purposes. Together with the State and transit operator, it carries out the planning and programming activities necessary for Federal capital funding assistance. The MPO is designated by agreement among the various units of local government and the Governor.

Mode: A transportation category characterized in most cases by specific right-of-way, technological, and operational features.

Nonattainment Area: Any geographic region of the United States that the EPA has designated as a nonattainment area for a transportation related pollutant(s), for which a National Ambient Air Quality Standard (NAAQS) exists. Designations and classifications are required by Section 107(d) of the Clean Air Act of 1990.

Pedestrian: Any person not in or on a motor vehicle or other vehicle or bicycle. Although all modal connections have a walk mode, pedestrian accessibility is emphasized more in some projects than in others.

Rapid Rail Transit: Transit vehicles operating over completely grade-separated exclusive right of way. The term "rapid rail" transit applies to both operation of light rail vehicles over exclusive rights of way and operation of heavy rail vehicles.

RFP: Request for Proposal.

Statewide Transportation Improvement Program (STIP): A programming document for all Federally funded transportation investments within a State, as well as regionally significant non-Federal projects.

Study: A feasibility analysis of proposed modes, interconnections, etc., including an evaluation of financing sources and environmental assessments that provide the basis for planning the location of intermodal terminal facilities.

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